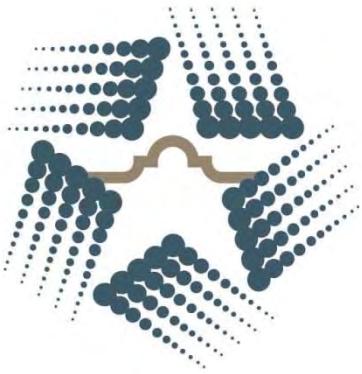


Appendix N

Public Meeting Summary Reports



ALAMO RMA

Alamo Regional Mobility Authority

"Moving people faster"

Final Meeting Report

US 281 Environmental Impact Statement Public Scoping Meeting #1

Prepared for the Federal Highway Administration

San Antonio, Texas
August 27, 2009

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1.0 INTRODUCTION

The Alamo Regional Mobility Authority (Alamo RMA) conducted Public Scoping Meeting #1 in compliance with National Environmental Policy Act of 1969 (NEPA) and Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6002 requirements for the US 281 Environmental Impact Statement being prepared for the location of US 281 from Loop 1604 to Borgfeld Road in Bexar County. The Public Scoping Meeting was held on August 27, 2009 from 5:30 pm to 8:00 pm at St. Mark the Evangelist Catholic Church Gymnasium, 1602 Thousand Oaks Drive, San Antonio, Texas.

The Environmental Impact Statement will be developed for a 7.9 mile segment located entirely within Bexar County, as shown in **Figure 1**.

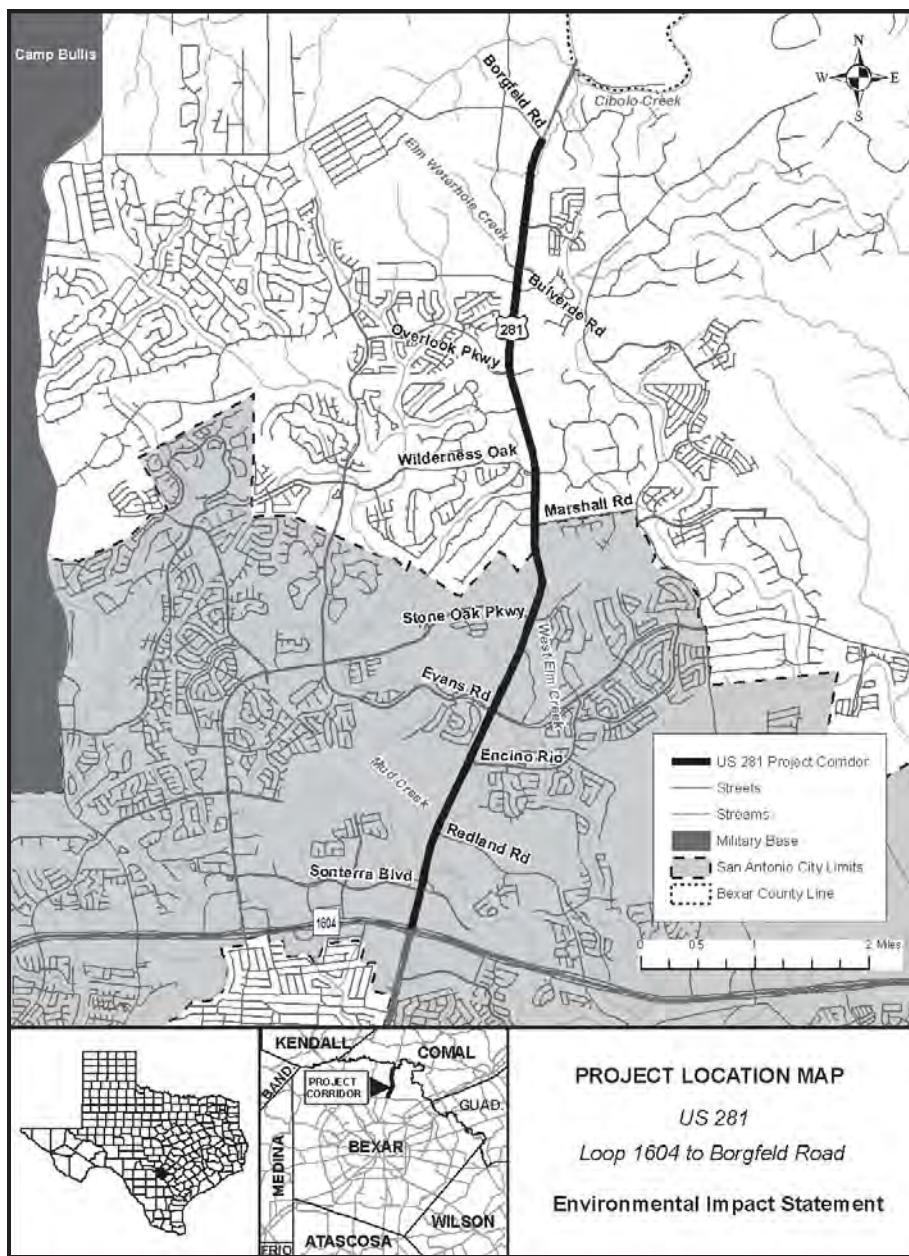


Figure 1 - Project Location Map

1.1. Meeting Purpose

The purpose of this meeting was to identify key project concerns and possible solutions, which could be used in the development of the need and purpose statement and determination of a preliminary range of alternatives; inform attendees of the next steps in the Environmental Impact Statement process; develop a record of public views and participation in this project, as required by the NEPA.

The meeting was held in an open house format from 5:30-8:00 p.m. Media representatives were invited at 4:00 p.m. for a preview of the open house. At the open house, the Environmental Impact Statement team and Alamo RMA representatives were available to answer questions and provide information.

An Agency Scoping Meeting was held the same day at 1:30 p.m. prior to the public meeting. All cooperating and participating agencies were invited to attend. Two representatives from Federal Highway Administration and four representatives from the Alamo RMA attended.

1.2. Outreach Methods

To ensure a wider audience was informed of the meeting, and in compliance with the National Environmental Policy Act, legal notices in English and Spanish were placed within daily newspapers within Bexar County. All notices and articles are included in **Appendix A**.

Here is a list of meeting announcements and media coverage:

- July 26, 2009 – Legal Notice in *San Antonio Express-News*, Legal & Public Notice section, page 8E
- July 26, 2009 – Legal Notice (*in Spanish*) in *La Prensa*, Clasificados section, page 5-B
- August 16, 2009 – Legal Notice in *San Antonio Express-News*, Legal & Public Notice section, page 7E
- August 16, 2009 – Legal Notice (*in Spanish*) in *La Prensa*, Clasificados section, page 4B
- August 23, 2009 – Advertisement (*in Spanish*) in *La Prensa*, Clasificados section, page 4-A
- August 23, 2009 – Article on the *San Antonio Express-News* website, “Agency ‘Aggressive’ on US 281 Environmental Review”
- August 26, 2009 – Advertisement in *San Antonio Current*, College Survival Guide edition, page 28
- August 27, 2009 – Segment on KSAT 12 News at 5:00 p.m.
- August 27, 2009 – Segment on KSAT 12 News at 6:00 p.m.
- August 27, 2009 – Segment on KSAT 12 News Night Beat
- August 27, 2009 – Segment on Noticias 41 A Las 10 (*in Spanish*)
- August 27, 2009 – Segment on News 4 San Antonio at 10:00 p.m.
- August 28, 2009 – Segment on Good Morning San Antonio at 5:00 a.m.
- September 3, 2009 – Article on the *San Antonio Express-News* website, “Skepticism Abounds on 281/1604 Plans”

The project newsletter was published in English and in Spanish and 38,920 copies were distributed both in hardcopy and electronically to adjacent property owners, transportation partners, media outlets, Community Advisory Committee members and other interested parties on August 7, 2009. The following zip codes within and surrounding the US 281 corridor were included in this mailing effort: 78258, 78259, 78260, and 78261. Letters (with a project newsletter) were mailed to local, state and federal elected officials on August 11, 2009 (see **Appendix A**).

The Alamo RMA managed the pre-, during and post-event media relations for this Public Scoping Meeting. A press release and Request for Coverage were sent to local media including weekly newspapers, social publications, the San Antonio News Bureau, television and AM/FM radio stations multiple times between August 25, 2009 and August 27, 2009. A copy of the press release, Request for Coverage, media kit, and media list is included in **Appendix A**.

1.3. Attendance

There were a total of 135 people who signed in for the Public Scoping Meeting including 127 individuals/residents from the surrounding community, 7 representatives from the media and 1 elected official. In

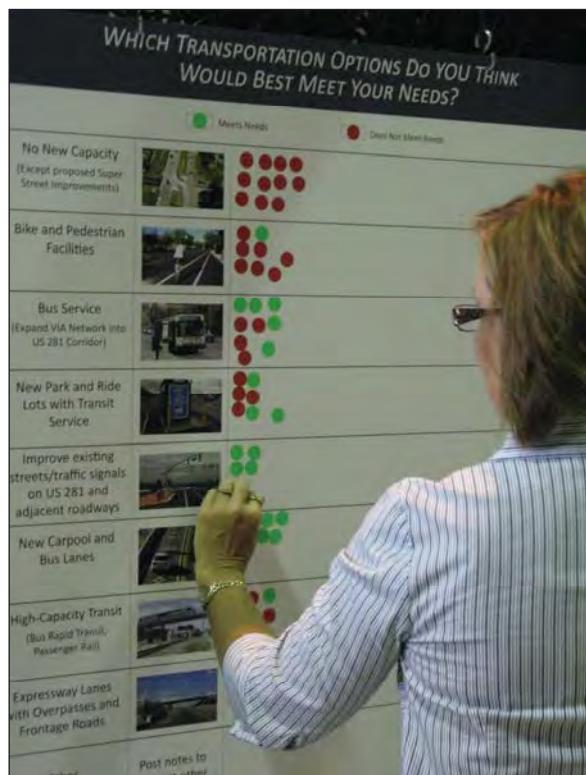
addition, there were nine representatives present from the Alamo RMA, including four Alamo RMA Board members. The Environmental Impact Statement team consisted of 35 consultants from Jacobs, Hicks & Company, Ecological Communication Corporation, Zara Environmental, SMITH/Associates, and Ximenes & Associates, Inc. The sign-in sheets are included in **Appendix B**.

2.0 MEETING FORMAT

The Public Scoping Meeting was conducted using a station-by-station approach without a formal presentation or formal agenda. Attendees were given an overview packet upon arrival outlining each station present at the open house. Copies of all meeting handouts are included in **Appendix C**. The open house was organized into seven stations: Each station had designated Environmental Impact Statement team members present to answer specific questions relating to the focus of that station as well as floating staff from the Environmental Impact Statement team and the Alamo RMA.

There were two continuously looping slide presentations. One was projected onto a large screen during the open house. This presentation introduced each of the seven stations and some of the key Environmental Impact Statement team members available for questions at each station. Another slide presentation displayed the changing landscape of the US 281 corridor via aerial photographs taken from 1973, 1985, 1992, 2001, and 2008. It also displayed maps depicting the population and employment density in 2005 and expected in 2035.

The informational displays located at each station, slide presentations and meeting hand-outs are included in **Appendix C** and photos from the meeting are included in **Appendix D**.



Here is description of each station at the open house:

Station 1 – Welcome – This station was an introductory station that provided project handouts, information on the open house format and how the informational displays were organized, an introduction to the project team members and the opportunities to provide input.

Station 2 – What is an Environmental Impact Statement? What is the National Environmental Policy Act? - This station described the National Environmental Policy Act; and the process, milestones and agencies involved in this Environmental Impact Statement. It also differentiated this project from other past or on-going projects along the US 281 corridor.

Station 3 – Does US 281 need to be improved? Why? [Interactive] – This station defined the draft need and purpose for the project. It depicted historic, current, and projected trends regarding growth in the corridor, safety, functionality, and quality of life. After reviewing these informational displays open house participants were given the opportunity to answer the question “Which needs should be addressed in the

US 281 corridor?” Participants indicated their preference by placing a green sticker next to the project needs in which they felt should be addressed and a red sticker next to those they did not feel needed to be addressed.

Table 1. Which needs should be addressed in the US 281 Corridor?

Project Needs	Agree (Green)	Disagree (Red)
Address Growth in the Corridor	20	0
Improve Safety within the Corridor	14	0
Improve Mobility Along the Corridor	18	0
Improve Accessibility Along the Corridor	13	2
Reduce Emissions Along US 281	8	2
Provide Alternative Modes of Travel Along the Corridor	10	4
Other Needs	1	0

There were a total of 92 stickers placed on this exhibit. Of the stickers placed in the "Agree" column approximately 24 percent indicated that growth should be addressed in the corridor followed by improving mobility and improving safety. Of the stickers placed in the "Disagree" column, 50 percent disagreed that providing alternative modes of travel along the corridor is a need that should be addressed along US 281.

Station 4 – What are the Alternatives? [Interactive] – This station described the steps involved in the alternatives development and screening process and visually depicted a preliminary range of alternatives. The meeting participants were asked to answer the question “Which transportation options do you think would best meet your needs?” Participants indicated their responses by placing a green sticker next to the options which they felt would meet their needs and a red sticker next to the options which they felt would not meet their needs.

Table 2. Which transportation options do you think would best meet your needs?

Transportation Options	Meets Needs (Green)	Does Not Meet Needs (Red)
No New Capacity	0	44
Bike and Pedestrian Facilities	7	24
Bus Service	22	14
New Park and Ride Lots with Transit Service	11	16
Improve existing streets/ traffic signals on US 281 and adjacent roadways	22	5
New Carpool and Bus Lanes	23	10
High-Capacity Transit	27	12
Expressway Lanes with Overpasses and Frontage Roads	50	0
Other Improvements	2	0

There were a total of 289 stickers placed on this informational board. Thirty percent of the stickers placed within the “Meets Needs” column indicated a preference for expressway lanes with overpasses and frontage roads followed by high-capacity transit and new carpool and bus lanes. The preference for alternative forms for transportation is also notable in the “Meets Needs” column including bus service (13 percent), new park and ride lots with transit service (7 percent) and bike and pedestrian facilities (4 percent). Of the stickers placed in the “Does Not Meet Needs” column 35 percent indicated that their needs would not be met by no new capacity along the corridor, followed by bike and pedestrian facilities and new park and ride lots with transit service.

Station 5 – What issues should be considered? [Interactive] – This station described several factors and/or resources which will be considered within the Environmental Impact Statement such as indirect and cumulative impacts, historic preservation, protection programs and enhancement opportunities, air quality, groundwater, and stormwater management. Maps of the project area were presented displaying the following factors and/or resources: karst zones and soil types, water resources, community facilities,

and ecological issues. Development within the project corridor was depicted by an aerial image from 1973 compared to an aerial image from 2008 and the area in which indirect and cumulative impacts will be considered within the Environmental Impact Statement. After reviewing these exhibits and speaking with project team members, meeting participants were asked to answer the question “What factors influence land development?” by placing a green sticker next to the important factors which they felt influence development and a red sticker next to the less important factors which they felt influence development.

Table 3. What factors influence land development?

Factors	Important (Green)	Less Important (Red)
Transportation Infrastructure	14	3
Land Availability and Price	13	0
State of the Economy	7	1
Reputation of Local School Districts	10	3
Quality of Recreational & Other Public Facilities or Services	3	3
Scenic, Environmental Quality	8	1
Availability of Utility Infrastructure	12	0
Intangibles	3	2
Other Influences	0	0

There were a total of 83 stickers placed on this exhibit. Approximately seventeen percent of all the stickers indicated that transportation infrastructure is an important factor that influences land development followed by land availability and price and the availability of utility infrastructure.

Meeting participants were also asked to answer the question “Where are historic properties along US 281?” by placing a sticker over these locations on a current aerial image. No historic properties were identified by meeting participants.



Another aerial image was displayed labeled “Air Quality” and meeting participants were asked to answer the question “Where are sensitive receptors along US 281?” by placing a sticker next to these locations. Two hospitals and one retirement community were identified on this exhibit by meeting participants.

Station 6 – It’s your corridor! [Interactive] – This station displayed large aerial maps of the project corridor rolled out onto tables. Meeting participants were asked to identify where they live, where they work and what locations they felt were opportunities for improvement along the US 281 corridor. Comment cards were available to record site-specific comments by placing a numbered sticker next to a specific location and filling out a numbered comment card.

**Table 4. It's your corridor!
Where do you live and work?
Which locations along the corridor do you feel need improvement?**

Home	
Overall West of US 281	8
Overall East of US 281	15
South of Loop 1604	7
Between Loop 1604 and Encino Rio	4
Between Encino Rio and Stone Oak Pkwy.	4
Between Stone Oak Blvd. and Mountain Lodge	3
Between Mountain Lodge and Bulverde Road	4
Between Bulverde Road and Comal County Line	0
Comal County	1
Work	
South of Loop 1604	3
US 281 at Evans Road	1
Stone Oak Pkwy.	1
Comments Indicating Areas which Need Improvement	
US 281 and Loop 1604	3
Between Sonterra Blvd. and Redland Road	2
Between Encino Rio and Evans Road	6
Between Mountain Lodge and Stone Oak Pkwy.	1

Overall, there were 40 stickers placed on the map. Twenty-three meeting participants indicated that they lived along the corridor and 5 meeting participants indicated that they worked along the corridor. Twelve stickers were placed in areas along the corridor which meeting participants felt needed improvement. All 12 site-specific comments were placed on the map between Stone Oak Parkway and Loop 1604, half of which were concentrated between Encino Rio and Evans Road.

Station 7 – What do you think? – This section had tables where people could sit down and write out comments or provide a comment verbally to a court reporter. Project newsletters in both English and Spanish were also available at this station. The newsletter is included in **Appendix C**. The comments are recorded in **Section 4** of this report and included in their original form in **Appendix F** and **Appendix G**.

3.0 PUBLIC COMMENTS

Comments received by September 8, 2009, as established in the legal notice for this Public Scoping Meeting, were included in this Meeting Report. Comments were submitted via email, fax, website submissions, US Postal Service mail, written comments submitted at the Public Scoping Meeting, or verbal comments left with the court reporter.

There are lots of different avenues to make comments at the meeting. These included (1) filling out a comment card and dropping it into the comment box or posting it on a board so others could read it; (2) giving comments verbally to a court reporter; (3) submitting comments by fax and/or email; and (4) mailing written comments to the Alamo RMA. All comments are recorded in **Section 4** of this report and a master comment listing, in alphabetical order by commenter, is included in **Appendix E**. All comments are included, in original form, in **Appendix F** and **Appendix G**.

3.1. Comments Received by the Alamo RMA from Elected/ Local Officials

There were no verbal or written comments received from elected/local officials.

3.2. Comments Received by the Alamo RMA from the Public

One hundred and eighty nine comments were received during the public comment period. The majority of the comments were centered on issues relating to how the improvements would be funded; questions and comments about the Environmental Impact Statement process including alternative transportation options, resources which will be addressed, length of time required to complete and the reason why such a detailed level of environmental review is required; and questions regarding what happened to a previous plan for US 281 improvements.



Written: One hundred and fifty-eight written comments were received during the public comment period from July 26 through September 8, 2009. The comments were comprised of 44 comment cards, 82 emails, the bottom portion of 10 meeting evaluation forms, 19 website submissions, 2 mailed comments and one faxed comment. Twenty-four written comments were submitted prior to the Public Scoping Meeting, 76 comments were received at the open house and 58 were provided during the 10-day comment period after the meeting. Comments submitted more than once were only counted as one comment. **Section 4** provides a record of the written comments received and **Appendix F** includes a copy all written comments in original form.

Verbal Comments: Attendees were able to utilize a court reporter to leave verbal comments as part of the meeting record. The court reporter was present from the start of the meeting until the conclusion of the Public Scoping Meeting. There were 31 verbal comments recorded by the court reporter during public scoping meeting. In seven cases the attendee requested that the court reporter transcribe a comment which they had written on a comment card. The table in **Section 4** of this report provides a record of the verbal comments received. **Appendix G** includes a certified copy of the court report transcript and seven comment cards.

3.3. Meeting Evaluations Received by the Alamo RMA

Attendees were given the opportunity to fill out a meeting evaluation. The results have been complied in the table below. There were 22 meeting evaluations received at the meeting. The bottom section of this form provided space for additional comments, 10 of the 22 evaluation forms included a comment. The meeting evaluation forms are included in **Appendix F**.

Table 5. Meeting Evaluation Form Results

Meeting Evaluation Questions: [*]	Not Helpful 1	2	Somewhat Helpful 3	4	Very Helpful 5
1. How would you rate the information on the displays and exhibits?	0	3	3	8	7
2. How would you rate the information provided by the staff?	1	6	2	3	9

Meeting Evaluation Questions: [*]	Did Not Like		Somewhat Liked		Liked Very Much
	1	2	3	4	5
3. How would you rate the "Open House" format for the meeting?	5	0	0	5	10
4. How would you rate the location for the meeting?	0	1	6	2	11
5. How did you hear about the meeting?					
	411on281.com			1	
	TexasTurf.org			1	
	San Antonio Express			6	
	Sign on Corridor			3	
	Church Bulletin			6	
	Word of Mouth			2	
	Email from MPO			1	
	Professional Org (PEPP)			1	
	Letter/Mailing			2	
6. Which language do you prefer to receive project information?					
	English			21	
	Spanish			0	

*Note: Not all questions were answered on all 22 forms.

3.4. Summary of Major Comments/ Issues Addressed

The questions and comments demonstrated support for improvements along US 281 to relieve congestion as soon as possible, while also expressing concern over how these improvements would be funded. Eighty-nine comments representing forty-seven percent of the total comments received were opposed to tolling the US 281 corridor. Many comments provided ideas for the range of alternatives to be considered within the Environmental Impact Statement. The issues, topics and questions raised in these comments were grouped into general comment and response categories which are included in **Section 4.0**.

3.5. Recommendation

These comments will be used during the Environmental Impact Statement process, especially in the alternative development and screening process, for the revision of the Draft Coordination Plan, planning the next Public Scoping Meeting and later to identify funding sources for each Reasonable Alternative. There will be more public meetings throughout the process to ensure the public is involved.

Here are some specific examples of how public comments have been used to make decisions within the Environmental Impact Statement process since this Public Scoping Meeting:

- (1) To develop 16 project objectives
- (2) Camp Bullis was added to the list of Participating Agencies in the US 281 Draft Coordination Plan
- (3) The Overpass Option and an elevated expressway option were added to the alternatives being considered for US 281
- (4) All highway improvements alternatives considered within the Draft Environmental Impact Statement will be analyzed for tolled and non-tolled effects

4.0 RECORD OF COMMENTS RECEIVED BY THE ALAMO RMA

The table below includes a record of each comment received during the public comment period from July 26, 2009 through September 8, 2009 broken down by the method the comment was received. A master comment listing is included in **Appendix E**. It includes all comments received, in alphabetical order by commenter, as well as the corresponding reference number and response number. Scanned images of each written comment are included in **Appendix F** and the court reporter transcript of verbal comments is included in **Appendix G**. If a comment was submitted more than once, it was only counted as one comment and it is only presented once in this table. One comment author requested that her comment not be published in the official record; this comment was not included in the table below. A list of general comments and responses were prepared for questions and concerns that were raised more than once. A specific response was prepared for questions and concerns which were only raised by one comment. A general or specific response was assigned to each comment recorded in the table. All comments responses are included in **Section 5**.

Table 6. Comment and Response Record

Reference #	Comment	Comment Received Number	Response Number
1	Time of environmental impact study is too long. Super Streets are best option for now. Government stimulus package? No tolls. Must do things now for San Antonio is continuing to expand to the north!	Comment Card	1, 4, 12
2	In my opinion, the current traffic/congestion conditions on US HWY 281 N are totally unacceptable. These conditions adversely impact the environment (air and water quality primarily), public safety (accidents), and quality of life for local residents and travelers alike. Much could be done to improve these conditions with a simple re-timing of the traffic lights along this corridor, giving increased priority to 281 through traffic. The "super street" concept may also be beneficial. However, the ultimate solution, in my opinion, would be the original proposal for overpasses and access roads comprising a limited access freeway on 281 N or Loop 1604 - somewhat similar to 281 S of 1604. We do not need increased through way capacity. We do not need a 12-16 lane toll road. Four freeway lanes (2 N bound, 2 S bound) with 2/1/0 access road lanes (both S and N bound) will be adequate and will minimize environmental impact. The number of access road lanes would vary depending upon local traffic access requirements -- some sections would need 2 lanes, other may need 0. Over/under passes necessary at Evans Rd., Stone Oak Pkwy, Wilderness Oak (Summerglen Way), and Bulverde/Borgfeld Rd.	Comment Card	18, 4, 2, 5
3	Stop fooling around and build the road. Too much time and gasoline burned every day that the project is delayed.	Comment Card	1
4	Toll roads are NOT feasible in today's economy. Using paid for right of ways to build toll roads and charge money for roadways and right of ways already paid for is absurd - go back to the original plan for overpasses that money is allocated for and solve the congestion problem on HWY 281 north.	Comment Card	12, 19,
5	Pushing the environmental aspect of this whole process is, in my opinion, the most important tool to get people to listen!	Comment Card	Comment Noted and Considered

Reference #	Comment	Comment Received	Response Number
6	I do not trust ARMA. They broke my beliefs in the objectives for which I voted authority to them. ARMA approached our 281 problems on their own. Now they want to tell us they want our/my input. Widen and build overpasses improve traffic flow with synchronized lights. If I ever have the chance to vote to rescind this organization, I will -- dead head it.	Comment Card	11, 5, 4
7	Construct privately financed for profit toll roads at no cost to the tax payer. Lease out medians to the private road firm. This option will reduce congestion at no cost to the taxpayer.	Comment Card	12
8	1) Future problem solving would be to build overpasses beyond 1604 on 281 heading north. That would keep traffic moving along the 281 corridor. 2) Future subdivision planning should include dedicated land BY THE BUILDER for schools, parks, fire stations, police, and make sure there is enough water and electricity to sustain the development -- this planning should include ingress and egress. 3) Alternative for now -- express busses along 281 to downtown San Antonio.	Comment Card	2, 5, 12
9	Because I've not completely studied the proposed plans, I'm going to make my comments on perception: 1) How much will the "super" street cost? 2) What money will remain after the "super" street is constructed? 3) What are the overall dollars available for this project - temporary and permanent? 4) Will the "3rd" lane be extended during the "super" street construction? (the "3rd lane ends after the Sonterra/281 exit) 5) How will traffic be controlled during the construction of the "super" street? 6) Is it correct that an overpass project is set to begin at 1604/281?	Comment Card	4, 14
10	Environment must be FIRST PRIORITY. Too much emissions will give bad breathing clean air. What is going to happen to all the natural insects and animals that are part of our world. Already people suffer due to poor air. We MUST - MUST protect our water resources and our trees and plants. I DO NOT WANT A TOLL - ROAD - PLEASE DO THE OVERPASSES OR DO the Double deck freeway like in Austin, Texas. Please: NO SUPER STREETS.	Comment Card	5, 8, 12, 4
11	I don't believe a EIS study needs to be done to install overpasses. \$7M for another study could probably pay for the overpasses. The city should charge developers a fee for road improvements in the area. The pollution caused by all the cars sitting in traffic needs to stop now.	Comment Card	1, 2, 12, 8
12	I strongly support toll roads. The days of expecting govt \$\$ and local tax \$\$ to cover all transportation expenses are over given the excessive demands for both in today's economy/U.S.	Comment Card	12
13	Keep politics and developers OUT OF PLANNING. PLAN BASED ON BEST FACTS AVAILABLE.	Comment Card	Comment Noted and Considered
14	At this time, I believe I would like to see the 281N extension consist of a similar roadway design to the depressed section of 281 roadway which exists S of Loop 1604 with overhead bridges at major cross roads, U-turn roads on both sides of each cross road bridge and local traffic lanes parallel to 281 along both N and S sides.	Comment Card	Comment Noted and Considered

Reference #	Comment	Received	Comment Response Number
15	I believe that the traffic study is biased. I travel that stretch of the road every day and never go 40 mph between S of 1604 and Encino Rio unless I am early or late. Please repeat the study and measure speed at distinct intervals: 7am 7:15 7:30 etc. until 9am 4pm 4:15 4:30 4:45 5:00 etc. until 7pm. Then you can see when traffic builds and how slow it gets in the peak hour.	Comment Card	21
16	I absolutely refuse to go to anything north of 1604 during the week. For this area to develop, we have to have relief or the businesses will start failing and home values will drop. Folks north of 1604 along 281 are slowly losing their quality of life.	Comment Card	22
17	As I travel the 281 corridor I am hopeful that there will a toll way or some way to alleviate the congestion that seems to be getting increasingly worse. Not only is it an inconvenience but also seems very dangerous.	Comment Card	22, 12
18	Wasting my money build the road now and don't ask of any more money -- stop this nonsense	Comment Card	Comment Noted and Considered
19	281 N. of Loop 1604 does not need to be completely replaced in its entirety. It should be revamped. Installation of overpasses would eliminate traffic lights which are the main cause of traffic stoppage. There would not be any need for additional lane for quite sometime. This turnaround w/access roads is worthless without overpasses. You still have to stop.	Comment Card	2, 5, 4
20	The US 281 North improvements should be non tolled solution only.	Comment Card	12
21	I believe that not proceeding with both the super street and the interchange would be a major set back to the growth and development of our city. These presentations do an excellent job of getting the facts out in plain site for people to see. Keep up the good work.	Comment Card	4, 14
22	I don't understand the need for a EIS assessment with all the other EA's being done. Law suits and toll 1rd vs. non toll 1rd has a lot to do with it. Just widening the road corridor by 1 or 2 lanes each way would be approved using a CE on any other road in TX. Overpasses at intersections and 6-8 lane expansion would be best option.	Comment Card	1, 5
23	A non-tolled 281 with overpasses is the most efficient and appreciated for US 281 travelers - residents or through traffic. This is the long standing preference of the residents and incoming traffic. Tolls are a double taxation - never go away - not representative of the people and discriminate against the low income.	Comment Card	2, 7, 12
24	I oppose the Toll 'solution' - as it creates the need for additional lanes. This US Highway should remain a FREEWAY, a much less expensive solution to peak hour congestion!	Comment Card	12
25	Please hurry up and build this!!	Comment Card	1
26	Traffic is horrific. 1000's of hours lost to congestion. Businesses suffer from lack of access due to congestion. The 281 Corridor needs more capacity. Traffic extends all the way from Blanco. If no other funding sources are identified, tolling can provide the needed funds.	Comment Card	22

Reference #	Comment	Comment Received	Response Number
27	A toll road is not needed - you all need to get out of picture! A standard free way configuration can do just fine and carry all the traffic necessary. Some type of transit should be considered - not tolled for people to get to the area to work. I am not including my name because I'm a consulting civil engineer (both a P.E. and RPLS) and have worked in both the private and public sectors. I have over 40 yrs experience within Bexar County!	Comment Card	12, 5
28	No toll on 281. Build the originally planned overpasses and expanded highway.	Comment Card	12, 2
29	Main Suggestion: 1 - Widen to the size 281 has when it reaches 1604. 2 - Add an access road. 3 - Put in overpasses and eliminate traffic lights. In order to accomplish this, make the land developers pay for this construction -- so much (\$1000 → \$5000) per unit they build. 4 - With the elimination of the traffic lights (1) Traffic will flow more smoothly there would be less "bunching" up so less tendency for traffic accidents (2) Air quality will improve (no emissions from vehicles idling at the stop light). (3) And a major benefit will be drivers who arrive at their destination calmer, cooler under the collar, and happy to have experienced a more pleasurable ride! Thanx for your efforts. I hope I'll still be alive when the "281 Project" is completed!! (I'm sorry they didn't do all this is 1990 when they completed the Bitters to 1604 corridor -- it certainly would have been less expensive!)	Comment Card	5, 12
30	I would like to see an ES rather than an EIS done on the northern part of the corridor while you are doing it for the interchanges. I feel that overpasses and expansions would be quicker and less costly than toll roads. The only reason you can't perform an ES on the northern portion is that you are determined to make it a toll road, regardless of what anybody says. This is unfair to the people who travel this road on a daily basis. I also would like to see the Alamo RMA abolished.	Comment Card	23, 2, 12
31	Any bus service alternative should go beyond the 281 corridor itself to serve the ever growing neighborhoods being built in both sides of it. This consideration would also apply to any high capacity transit option to be explored. The absolute lack of public transportation north of 1604 imposes the use of vehicles in many cases being more than 2 per home. Obviously, it will only keep growing resulting in an increase of the already unbearable congestion. A carpool lane should be considered as an additional lane, not instead of one already available. It may be worth exploring an expansion of Bulverde Road, Borgfeld Dr. and Blanco Rd. Although it would probably be an expensive concept, such expansion would be like a "mini loop" surrounding the 281 corridor, and assuming the federal funded ramps connecting 1604 to 281 are indeed built, it may take away from the corridor a significant amount of people living in the surrounding areas. ***Map drawn on back***	Comment Card	5
32	Would prefer for it to be FREE Like al the other roads in San Antonio. Want a promised sound barrier wall and noise reducing road materials that TxDOT promised 2 yrs. ago.	Comment Card	12, 9
33	I think the suggestion of VIA buses further down 281 would be a great idea. I am afraid to drive but I would take the bus downtown and to other destinations. I also think the overpasses are the best solution of all. The superhighway idea, if that is the only thing we can do, will be of some help.	Comment Card	5, 2, 4

Reference #	Comment	Comment Received Number	Comment Response Number
34	Need to close median on east side of Evans that Walgreen's has access too many accidents have occurred here and traffic WB queues 90 percent of the time beyond this point.	Comment Card	5
35	Will 281 @ 1604 intersections find any alleviation in traffic congestion	Comment Card	14
36	I think that overpasses should be put in. These improvements were already paid for.	Comment Card	2, 12
37	1. The Evans/281 intersection is now very dangerous and a mess. It can take (often) 4 traffic lights before you can turn left from 281 N onto Evans (W) to go to HEB. Plus, it can be very difficult to cross the lanes of traffic from turning right onto 281 at Encino Rio to get into the left turn lane at Evans. 2. Coming on Evans (from E) to cross 281 to go to HEB also takes several lights because the light is so short.	Comment Card	5
38	A sound study should be done. After trees were removed the noise increased considerably in my back yard. When 20+ lanes are installed the noise will undoubtedly increase. Recommend sound barriers be installed for all residents along this corridor.	Comment Card	9, 5
39	Redland Rd @ 281 -- Please do not remove the entrance/exit at this location. There is no stop sign, but there is a merge lane onto 281 and a turn lane onto Redland Rd. This beats the way the entrance/exit was set up before.	Comment Card	5
40	When Wilderness Oak is completed, a large number of people will use that road to get to Blanco. 1) Will there be a new stoplight at W.O. and 281? 2) When will the final segment (b/t Canyon Golf and Mountain Lodge Rd be complete?	Comment Card	52
41	How is the additional traffic from Tesoro going to flow into 281? Redland Road is already a very dangerous intersection and it is not clear to me how it can handle thousands of additional cars at rush hour.	Comment Card	5
42	Realtor -- drive 200 miles or more per day title companies homes and office in this area coming from Converse, TX Loop 1604 and FM 78. Why isn't economic effects such as \$32 a day for possible tolls discussed today? Environment needs more lanes and expansion had \$325 million toll FREE ONLY!	Comment Card	12
43	I don't understand why we have so many delays in getting 281 fixed. We have heard for years every reason in the book. I see 410, IH10, 1604, Bandera and many other roads fixed. What will it take? I am just a working mother that waists 3 1/2 hours or more traveling 281 a day. That is important time away from my family.	Comment Card	1
44	Coming off Sonterra onto 281 N is extremely dangerous in non rush hour traffic because you have to go from a dead stop at the bottom of the ramp onto the access road ramp where traffic is dense and going 50 mph. There is no merge lane even though there is plenty of room to build one. This needs to be built ASAP. It's not a problem in rush hour because nobody is moving and people let you in.	Comment Card	5

Reference #	Comment	Comment Received Number	Response
45	I oppose the toll solution to congestion on US Highway 281	12	Meeting Evaluation Form
46	Free Highway expansion. Bus lane/high commuter and bus stops good ideas! Need funding and economics included!	12, 5	Meeting Evaluation Form
47	THANK YOU!	Comment Noted and Considered	Meeting Evaluation Form
48	FREE Highway expansion.	12	Meeting Evaluation Form
49	I found the open house very informative.	Comment Noted and Considered	Meeting Evaluation Form
50	EXPENSIVE saves effort -- wasted on those who knew the cost of tolled roads.	12	Meeting Evaluation Form
51	This is expensive, unnecessary [expletive]!! You don't care what we think. You are going to force toll road on us whether we like it or not.	10, 12	Meeting Evaluation Form
52	This was very helpful to our understanding of the problem of highway crowding and long lines of cars. I would like to see a plan developed for building overpasses across the roads north of 1604. Traffic lights hinder the (illegible) of traffic.	2, 4, 5	Meeting Evaluation Form
53	Don't really trust information on "paid" people to say what they are told to say - I really don't understand how our elected officials could let this whole mess happen -- the money was there and we were "robbed" of highway and now we are wasting time and money on all of this explaining the situation we shouldn't ever be in -- TxDOT -- Rick Perry and others were looking out for themselves not the people they are suppose to take care of and do the right thing -- This would be good information if we had the roads and were looking into the future -- not "fixing" the past and try to be ready for the future -- feels like just another way of stalling instead of doing the right and just thing -- The powers to be are going to do what they want any way -- the public has hollered and spoke out and no one listens.	10, 12, 1	Meeting Evaluation Form
54	I cannot recall how the other meetings are going to be conducted, but I hope we will be able to submit our questions so weren't not talking all over each other. The desire to improve existing streets/traffic lights of course they need to be improved, but at what priority when compared to the other options.	10, 4, 5	Meeting Evaluation Form

Reference #	Comment	Comment Received	Response Number
55	My biggest beef about having to wait for a new EIS is that I feel that wildlife needs are being put ahead of human needs. Why are we worried about the impact on life in the aquifer and not about the air pollution that we humans (and my kids with asthma) have to suffer from all the daily congestion?? I'm sure all the congestion significantly affects air quality and our lung quality!! And also the long commute due to waiting at stoplights for hours seriously affects the quality of life of families who have to wait unnecessary and unreasonably long commute times for working parents to return home to their young children. This is insane! The overpasses and ramps need to be built asap and not worry about the affect on wildlife but worry about how NOT doing it seriously affects us PEOPLE.	Website	5, 8, 2, 4
56	I was at a meeting two years ago in regards to the placement of a sound barrier along 281. The residents on Wild Springs were polled, and an acknowledgement letter sent indicating the approval of such a sound barrier. Where is the above sound barrier? I expect the construction of said sound to begin in the very near future.	Website	9
57	Emergency vehicle traffic has increased on Hwy 281 due to the location of Fire/EMS located on Evans Rd. and the location of the new Hospitals in the immediate area. Sound barrier walls should be located on both Evans Rd. and along Hwy 281 adjacent to Big Springs housing. Road elevation should be lowered as it transits past Big Springs in order to further reduce traffic noise pollution. Prevailing winds from the South East, East and South tend to further amplify traffic noise and air pollution on adjacent homes in Big Springs. The full EIS must address the noise and air pollution generated by the increased traffic flow on hwy 281 as it pertains to the housing located along Wild Springs Dr. which parallels Hwy 281.	Website	5, 8, 9
58	Two years ago TxDOT promised a sound barrier wall and noise reducing pavement along Hwy 281. Please get the following done soonest: 1) An adequate sound barrier wall along 281 2) Noise reducing pavement on all elevated roadways. The road noise in our Big Spring community is often deafening, and I live two streets over. Both these promises made a few years ago will go along ways to truly making the neighborhoods along 281 much more livable.	Website	9
59	I strongly support the construction of connector ramps at 281 and 1604. From an environmental perspective, the area is already highly developed, so additional structures will have little impact on water or plant and animal life. The reduction in congestion provided by the new ramps should significantly reduce air pollution from vehicles idling for long periods of time at that intersection. It will also reduce fuel consumption and improve the quality of life for commuters in the area who can spend their time doing more productive things than sitting in traffic. I avoid that intersection if at all possible. I look forward to seeing traffic move more freely in the area.	Website	14
60	Build US 281 as soon as possible and toll if you must.	Website	3

Reference #	Comment	Received	Comment Response Number
61	This entire section of 281 is an unbelievable nightmare every commute morning and afternoon. Thousands of cars, inching along, frustrating the residents and creating SIGNIFICANT pollution (if ever there was an environmental impact this is it) is an everyday occurrence - twice a day. I am sick and tired of people who don't have to personally experience this, grousing about proposals to remedy this shameful situation. You have my complete support on this project, to include toll roads, or any other remedy that is offered. The current situation is the result of failed policy, failed politics and failed planning. No matter what is chosen it could only improve the current awful situation, as I can't imagine it being worse.	Website	Comment Noted and Considered
62	I am in favor of using stimulus money to improve the horrible traffic conditions at US 281 and 1604.	Website	14
63	Please consider redoing the interchange at 1604 and 281 when forming your budget and planning. It is dangerous and causes cars to sit and pollute.	Website	14
64	The area where the structures are proposed is already highly developed and the new structures would have minimal impact on the environment. Reduced congestion would help reduce air pollution from cars sitting in the intersection. Additionally, improved throughput from 1604 to 281 (and vice versa) would improve access to downtown businesses and decrease propensity of drivers to utilize side streets/neighborhoods as thoroughfares, thus improving neighborhood safety.	Website	14, 5, 22
65	This NEEDS to happen! The areas were already highly developed and the new structures would have minimal impact on the environment. Reduced congestion would help reduce air pollution from cars sitting in the intersection.	Website	5
66	I live in Stone Oak & fight the unacceptable congestion on 281 daily. I believe that the addition of traffic lanes (either tolled or non-ttolled) are the preferred solution & that they will not have a negative impact on the environment. In fact the additional lanes will enhance the environment by limiting the exhaust pollution from idling autos. I find the current conditions to have a negative impact on my family's quality of life & the value of my & my neighbor's properties. Fix the problem, please.	Website	5
67	The 281 corridor project is vitally needed. With proper handling of runoff, it can be built and provide less impact on water quality than it does today. Certainly, reduced congestion will mean improved air quality. The transportation improvements will have a positive impact on quality of life because users will spend significantly less time on the road.	Website	5
68	Please use stimulus funds to eliminate the traffic mess at 1604 and 281. Current usage and structure cause significant pollution and energy waste.	Website	14

Reference #	Comment	Comment Received	Comment Response Number
69	<p>On behalf of The Greater San Antonio Chamber of Commerce: Over the past several years, The Chamber has been looking to the future, understanding that since San Antonio's growth has been on the rise, infrastructure must be implemented now to meet the needs of tomorrow. When The Chamber identifies and considers issues, they are not taken lightly, and many voices are heard throughout a very thorough process. In considering issues such as the creation of the Alamo RMA, the Trans-Texas Corridor, and tolling, the Chamber's Transportation Committee scrutinized transportation funding and found tolling to be the ideal method of additional road capacity in this situation because of reduced funding from the state & federal governments and the safety and congestion issues caused by San Antonio's growth. The Chamber's position on this 281/1604 project has been vetted through members of our Transportation Committee, Public Affairs Steering Committee, Executive Committee and Board of Directors. The Chamber believes that these problems need to be solved as quickly as possible, and doing things the way we have always done them has left us in with a lack of capacity and sitting in a lot of traffic. Therefore, The Greater Chamber supports the construction of the planned tolled express lanes along the Loop 1604 corridor from SH 151 to IH 10 East and 281 North because the plans address the rising congestion levels in the greater San Antonio area, providing drivers an option to avoid sitting in traffic, relieving congestion decades earlier. We support the project and look forward to it being completed.</p>	Website	Comment Noted and Considered
70	<p>Over the past two-years our family has endured traffic congestion along US 281 silently. It has cost us endless hours of production time, reduced our quality of life, and repeatedly made us late to numerous appointments because traffic jams can pop up at anytime. It is high time that a new facility be built along this corridor. We realize there are many opponents to this needed improvement; but truthfully, we believe these organized opponents have an agenda that does not take into account the needs of the silent majority; a majority which endures day after day this horrific traffic mess along this vital traffic corridor. We need relief now! Please do not delay this project any further. Our quality of life depends on this toll road being built! Environmental Impacts?? How about all the smog caused by vehicles idling in traffic? Cumulative Impacts? What about how more and more people are detrimentally impacted every day this problem is not solved? The cumulative effect on the residents (silent majority) is significant! Please help us, the silent majority, get relief from the organized minority tyrants that decide for "US" everyday our fate. Please build this road now!</p>	Website	22, 12, 5, 8, 17
71	<p>While I am disappointed that TxDOT has misused funds previously set aside for 281, I am more disappointed that special interest groups have been able to delay progress on an area that desperately needs serious action. The current congestion in the area has very serious economic cost. I would prefer to see that overpasses are built; however as a resident of the area I would be willing to allow toll roads to be installed. I am a realist and understand that the state has a huge short fall between road needs and road funds. If a public project toll road was built, any revenue generated in the area should go only to maintain that toll and not be redistributed to other parts of San Antonio or Texas as a matter of equity. Again, I am sincerely frustrated by the amount of public time and money being wasted arguing emotionally versus working to implement a reasonable solution.</p>	Website	12, 22, 2

Reference #	Comment	Comment Received	Response Number
72	I would like US 281 built as a freeway. I feel that a tolled US 281 will negatively impact me. For example, Financially as I use US 281 to earn a living as a salesman. Also, mentally. I will never come to the understand that a quasi government agency used our gas tax dollars to build a road and is now charging me a toll to drive on it.	Website	12, 19
73	AS A SENIOR CITIZEN LIVING ON A FIXED INCOME, A US 281 TOLL ROAD WOULD NEGATIVELY AFFECT ME BECAUSE I USE US 281 TO GO TO WORK 5 DAYS A WEEK. PLEASE KEEP US 281 A FREEWAY.	Website	12, 7
74	In general, I found the displays and information presented at the EIS open house interesting and useful. I enjoyed speaking with and exchanging ideas with the RMA personnel. I was disappointed that there was not better public participation, but I think that was largely due to the fact that the event was NOT well publicized in advance – the same was true for the 1604-281 interchange event, which I would have attended also, had I known about it beforehand. What was lacking at the open house was any mention of the RMA's current plans or thoughts on development of the 281 corridor, or even a good concrete presentation of the possible alternatives. However, given the RMA's previous predisposition toward the toll road solution, and the strong public opposition thereto, I believe I understand why this was not emphasized. The current situation of severe traffic congestion, unsafe conditions, and long travel delays on Highway 281 north of Loop 1604 needs to be remedied as soon as possible. TXDOT's supreme ineptitude in managing this project has resulted in a loss of public confidence, a squandering of our tax dollars, and – in some severe traffic accidents – serious injury and loss of life. Since Gov Perry seems to be oblivious of his transportation administration's ills, I believe the Legislature should act to restructure and redirect TXDOT in a more public service oriented manner. I hope that the RMA, as a local body, will be more receptive and responsive to the needs and desires of the local public. In my opinion, some improvement in conditions on 281 North could be achieved with a simple re-timing and coordination of the traffic signals from Borgfeld Drive down to Encino Rio, with greater priority given to the through traffic on Highway 281. I am not a traffic engineer, but I believe that with all the traffic data that has been gathered on this stretch of road, the mobility engineers should be able to devise a light timing scheme that would do a lot toward reducing delays for the southbound traffic during morning rush hours and for the northbound traffic in the evening. This could be achieved quickly and inexpensively, and would be environmentally neutral (or perhaps a slight improvement by reducing overall cumulative engine idling time). The proposed "Super Street" concept, assuming it works as advertised, should also be implemented as soon as possible, as a relatively quick and inexpensive interim improvement. However, a definitive solution to the current 281 corridor congestion problems will require more extensive roadwork. In my opinion, additional through traffic lanes on Highway 281 are NOT required. If existing traffic lights could be eliminated at the 7 intersections from Borgfeld down to Encino Rio, the current 2 lanes northbound and 2 lanes southbound should be able to accommodate existing or even increased traffic loads with minimal congestion. To eliminate these signals, 5 to 7 over- or underpasses should be constructed at selected intersections. I would recommend Bulverde Road, Wilderness Oak (Summergreen Way), Marshall Road, Stone Oak Parkway, Evans Road, and perhaps Redland Road as the best candidates for installation	Email 20, 5, 22, 18, 4, 2, 12, 3, 11	

Reference #	Comment	Comment Received	Response Number
Continued from 74	<p>of over/underpasses. These main feeder roads should have direct access to/from 281 both north- and southbound. Access to/from Highway 281 at Borgfeld Drive, Overlook Parkway, Sendero Verde, Encino Rio, and all other intervening side streets, driveways, commercial entrances, etc. would be re-routed to the main feeder roads along 1-, 2-, or 3-lane access/frontage roads (depending on local traffic demands) paralleling 281 on both sides. Essentially, 281 North outside Loop 1604 should be a limited access FREEway just like 281 North inside Loop 1604. From 6 up to 10 total traffic lanes would be required. With proper forethought and design, the existing 281 right-of-way might also accommodate a mass transit system (perhaps elevated over the median) or allow for possible future expansion in the number of through traffic lanes, if needed. I accomplished at a much lower cost (at least 50% less) than has been quoted for the massive toll road project (\$1.3+ Billion?), and with significantly LESS ENVIRONMENTAL IMPACT. I have spoken with many people (friends, neighbors, coworkers, church members, other 281 drivers, etc. – at least dozens, if not more than a hundred) regarding this project, and I have yet to encounter anyone from the general public who favors a toll road. I do not understand why TXDOT, the MPO, and the RMA continue to push the toll road solution in the face of overwhelming public opposition. I would also like to know what happened to the funding (~\$100 million) that TXDOT had available in 2003 to build overpasses, and additional funds (~\$112 million) available from the Texas Mobility Fund? If anyone from the RMA can provide insight on these questions, I would greatly appreciate hearing their explanations. I further do not understand why, given strong public opposition, any politician would support toll roads. Those who do so, and those who say they are in opposition but vote differently, will likely find themselves out of office at the next election.</p>		Email 12, 2, 5
75	<p>Nothing will be acceptable except for NON-tolling. Nothing is acceptable to me except for the original plan of overpasses and lane expansion. Overpasses are all over this city and we can't even get one. Interesting that the Dominion area did without any talk of tolling. I'm sick to death of the discrimination against people who live along the 281 corridor. This city annexed us to extort tax dollars but we can't even get what other areas of the city get. Also interesting that County Commissioner Rodriguez got any plans of tolling on the West side off the table.</p>		Email 5
76	<p>Regarding US 281---The problem is one of unrestrained growth allowed in the absence of meaningful planning by a City Council that never met a developer it didn't love. The solution is meaningful mass transit, at first by bus and then I hope, with trolleys or other light rail.</p>		Email 5
77	<p>Why so difficult to plan for roads in HUGE TEXAS when is so simple, that even a sixth grader will easily pinpoint the problem with traffic in US 281 we don't need a TOLL ROAD or SUPER STREET the answer is OVERPASSES plain in sample, now I don't know the reasons or created interests from individuals, company's, politics or environmental issues but why expend millions in a band-aid that may help for a couple of years and then start all over again.</p>		Email 5, 4, 2, 1

Reference #	Comment	Comment Received	Response Number
78	I'd like to add a comment for my vision for the 281 corridor from Loop 1604 to Borgfield Road. I would like to see interchange ramps developed around the US 281 and Loop 1604 intersection. During the past many years, I've seen a lot of traffic congestion around the 281 and 1604 intersection for people going to work and coming home. People coming out of Stone Oak Pkwy or further from the west who want to travel south along US 281 have to get onto the eastbound feeder and stop at the traffic lights at the intersection before turning south and looking for an on-ramp to the US 281 going south. I feel that having interchange ramps would relieve a lot of the traffic congestion at that intersection. Also, I would like to see the freeway for US 281 extended further north past the place where it intersects with Stone Oak Parkway; possibly all the way to Borgfield Road. There seems to be enough room in the center grass area between the north and southbound lanes to keep them as feeder roads and put an elevated freeway in the center having on-ramps and off-ramps for Red Land Rd, Encino Rio, and Evans Rd. This should help relieve the congestion that happens from everyone having to stop at the traffic lights at Encino Rio and Evans Rd. This way, only those actually wanting to use those roads will have to stop at those lights.	Email	14, 22, 5,
79	The solution was pretty simple a few years ago, if TxDOT or ARMA had only acted. Add overpasses at the major intersections from 1604 to Borgfield and remove the stop lights and allow traffic to free flow. The traffic lights are the problem. Apparently the powers to be weren't interested in a good economical solution, just generating money for their pet projects. I've been to the public meetings, they're just dog and pony shows, and these will be no different.	Email	1, 2, 10
80	I LIVE IN ENCINO PARK AND HAVE SOME QUESTIONS. I WOULD LIKE TO KNOW HOW THE RICH PEOPLE THAT LIVE IN THE DOMION@ I-10 COULD GET AN OVERPASS AT THEIR EXIT TO I-10 SO QUICK AND EASY.I WOULD LIKE TO KNOW WHY IT TAKES SO MANY STUDIES TO GET SOMETHING DONE ABOUT 281. I ALSO WOULD LIKE TO KNOW WHY THE OVERPASSES WERE NEVER PUT IN (I UNDERSTAND AT ONE TIME THEY WERE IN THE BUDGET) WHEN ARE YOU GOING TO START TO DO SOMETHING ABOUT 281, THIS STUDY CRAP HAS BEEN GOING ON TO LONG.	Email	2, 1, 12
81	Eliminate all threats of toll roads on 281 and you will have overwhelming support from the residents of north Bexar County for improvements to 281. We are already paying a lion's share of the tax burden for highway construction and maintenance and we resent efforts to toll us for roads that we have funded for decades.	Email	12, 19
82	I moved to Bulverde six years ago. Since then I have witnessed substantial growth on the north side of San Antonio. Also since that time I have heard a tremendous amount of talk and only talk. I have been extremely disappointed in TxDOT and any and all governmental agencies etc who seemed to be involved in this issue. There has been incredible lack of foresight and planning of the infrastructure in this city, which I assume is a lack of real leadership. How many more meeting, studies do you need to finally act on something? The amount of money required to fix the problem continues to grow as time goes on.	Email	1, 22

Reference #	Comment	Comment Received	Response Number
83	<p>Living north of 1604 and west of 281, the congestion on that highway is of great concern. And I have several comments to make: 1. The turnaround lanes proposed to expedite movement on 281 will only move the backups from Evans and Stone Oak a bit farther along the highway - it won't eliminate the backups. What is needed at both interchanges are overpasses (moving Evans and Stone Oak over 281), and at the same time, either access road exits or ramps up to the overpasses must be built. Those two interchanges are the biggest bottlenecks in the city. 2. Then lights could to be eliminated at Encino Rio, Marshall, Overlook and Bulverde. Instead, have those turnaround lanes for those streets. Should the need to maintain lights at those exchanges then time the lights from Encino Rio north (Overlook south) so through traffic can have a shot at moving through the area without stopping. 3. The key are overpasses at Evans and Stone Oak. As long as cross traffic is allowed, requiring traffic lights, the situation will not improve. 4. Environmental questions about new lanes, ramps or overpasses are unfounded. Let me ask you one question - which is worse for the environment, overpasses or traffic stopped for a half hour, idling wasting fuel and polluting the air with the exhaust - not to mention frayed nerves of drivers? I'd say the latter is by far worse. As for the aquifer, rain runoff can be redirected into culverts and holding areas allowing it replenish the aquifer. 5. At 281 and 1604 and tiered ramped exchange is necessary. Local access must be maintained for business but a higher tier of ramps merging/moving traffic directly onto 1604 from all directions (and from 1604 to 281) will greatly increase traffic flow. The 281 and 410 exchange works well and could be an example of how to do it. 6. As for tolls. Forget it. Have you seen the toll roads in Austin and Houston? No one is on them. Millions of dollars for empty lanes. Toll roads will only add to the congestion and not just along 281 and 1604 but north/south roads like Stone Oak, Blanco and Bulverde. 7. If people know the construction is the wise decision and will eliminate congestion, they will tolerate the inconvenience. 8. I used to live in Cleveland, Ohio, and they incorporated express lanes which allows through traffic to continue moving with no local access. I don't believe there is enough extra land along 281 to do this. I wanted to mention it. Original city and county planner did not anticipate the growth north of the city and growth that will continue on Steubing land north of Somerra. To say that's just the way it is shows a "blowing it off" attitude. The waste of money to put in turnaround lanes could be better used to build Evans and Stone Oak overpasses, ramps and better access lanes; and better traffic patterns at the other intersections and the new exchanges at 281 and 1604. The ultimate goal is to move traffic northbound with the least stopping. Traffic in rush hour will slow, but it doesn't need to back up. Backups from before Overlook all the way to Encino Rio is ridiculous - and northbound from before 1604 to Marshall is likewise insane. This is an issue for the residents and not outsiders, those who don't even live in the area nor drive 281, need to be heard as outside interests, but hold a minor role to actual residents. What say should I have on some construction project south of downtown? The sooner the congestion on 218 and the 281-1604 interchange issue is solved, the better for residents, businesses and visitors to our great city. Time to act is now. We all know the problem; additional study will provide nothing more than more upset people over the congestion which will only get worse while it being studied ad nauseam.</p>	Email	4,2, 5, 14, 12, 1

Reference #	Comment	Comment Received	Response Number
84	I am very much against a Toll Road being built to eliminate the congestion on 281 North of 1604. A simpler solution would be to widen the road to accommodate the work traffic, (morning and evening rush hours), and having two way frontage roads on either side to accommodate local traffic. So that would give you 6 lanes of Freeway traffic and 4 lanes of Frontage roads, a total of 10 lanes. This is far better than Toll roads! Since our taxes have already paid for these roads it seems foolish to turn these over to a private company. With all the new businesses that have opened up and more on the way, we not only have to handle the traffic we have now but also what the future traffic will be when all the new businesses are open. Come on people, Let's start spending our money wisely and get the job done! Throwing Lots of money at a problem will not make it go away! It will just line the pockets of our leaders and big business, we must use our gray matter and come up with a viable solution.	Email	12, 5, 19
85	What is the average daily traffic volume on US 281 between 1604 and the Comal county line? What is the average daily traffic volume on US 281 between 1604 and Overlook Parkway? What is the average daily traffic volume on US 281 between 1604 and Marshall road? What is the average daily traffic volume on US 281 between 1604 and Evans? What would be wrong with an elevated road cantilevered on pedestals located between the existing roadways from 1604 to the county line?	Email	Specific Response See Section 5.2
86	I have used 281 from Bulverde to SA since 1976: "Super road"(only right turn, then work your way to left to do a u turn) seems like it would help only when traffic is medium to light "rarely happens. Over passes at Borgfeld, Bulverde, Lookout Canyon, Marshall, Stone Oak , Evans, and EncinoRio are the real and expensive solutions.====My solution My opinion Government and Developers seem to make 10,000 home deals in private ---"you give me a good deal and you will get added property taxes" we both win but the residents and commuters get trashed. These new developments provide little or no help for enough schools, fire, access, and traffic flow, How redundant am I? I love my 30,000 new neighbors and welcome them to San Antonio, Local Government ==Developers==Tex Dot need to start acting like neighbors not oppressive Land Barons of old. What is the point of buying and living in a beautifully developed community, if you can't get to work or the store? Can you sense the bitterness?	Email	4, 2, 12, 22
87	Overpasses work, look around the city, they work. We Want the overpasses we were told we were going to get. Overpasses work. You have money to build roads all over town, the west side, Bandera road, Blanco. we want overpasses OVERPASSES WORK	Email	2, 12

Reference #	Comment	Comment Received Response Number
88	<p>Texans do not need nor desire tolls to finance improvements to existing roads. Adding tolls to existing freeways amounts do a double taxation. There is no justification for charging taxpayers to use a highway that has already had its right-of-way and existing infrastructure already paid for. Tolling US 281 will cause drivers to turn already congested neighborhood streets, such as Stone Oak Parkway, into highways as drivers seek alternative routes, thereby increasing the risk to the traveling public. Moreover, the National Transportation Safety Board, NTSB, recently concluded that toll roads, with the accompanying toll plazas, are more accident prone than traditional freeways! In an April 2006 report, the NTSB stated that backups caused by a toll booth contributed to a major accident in Illinois. "The board noted that traditional toll plazas...interrupt the flow of high-speed traffic and tend to increase the incidence of rear-end collisions," according to the NTSB report. Making US 281 a toll way would be the most expensive, most environmentally damaging, and most invasive option which is not in the public's overall best interest. My vote is to add overpasses and access roads within the already purchased right-of-way.</p>	Email Specific Response See Section 5.2
89	<p>Traffic at all intersections of 281, particularly at 1604, is a nightmare and this problem cannot be ignored any longer. If a toll-road can decongest the traffic, then a toll-road must be built! With side roads, it would be possible for local travelers to by-pass the toll-road for short distances, but the longer-distance travelers would speed on their way without creating massive traffic jams daily. I support the construction of a toll-road!</p>	Email 5
91	<p>Discussions that will impact my community in the US 281 corridor. I'm not in favor of the Super Street Concept for our area for the following reasons. I worked Phoenix Az for several months and familiar with their Super Streets. Phoenix is a gridded city meaning there are multiple North, South, East and West parallel and perpendicular streets for traffic dispersion and diversion around the Super Street for many points of entry and exit. Thus the congestion dilemma solved during heavy traffic periods for Phoenix. Compared to our 281 North corridor with no parallel streets, the 281 Super Street would incur a congesting Super Long Left turning lane in both directions. This would then incur increase congestion by producing dangerous crossing lane traffic in the opposite direction. I do have a solution: My version of an old idea. The By Pass similar to those at the AirPort exchange to 410 and the 410 to Bandera Rd exchange. a. By Pass entire length from between Brook Hollow and Donnell North to between Marshall and Overlook Pkwy for thru traffic with: b. Direct access to 281 from 1604 East and West c. Direct access to 1604 from 281 North and South d. 281 North exit and South Bound Access would be between Marshall Rd and Wilderness Oak. The above solution would be in compliance with the FHWA by having entrance/exit ramps reduce North and South Bound congestion all key intersections. The many businesses and neighborhoods around the intersections would not be cut off completely from vehicular traffic without ramps and frontage roads. I realize that this solution is an idealized / perfect scenario solution and does not consider factors and regulations I'm not in a position to be aware of.</p>	Email 4, 5

Reference #	Comment	Comment Received	Response Number
92	<p>Please advise regarding the following alternative:</p> <ol style="list-style-type: none"> 1. A Hybrid solution that involves both tolled and non-tolled freeway lanes along with the frontage lanes. 2. It would be a scaled down version of the I-10 corridor from Katy to Loop 610 in Houston. The result could be 3 non-tolled lanes each way with 2 tolled lanes in the middle. 3. The two tolled middle lanes could run one-way at all times depending on rush hour traffic (ie. South in the mornings and north in the afternoons; they could go north one way all day Sat and Sun and still be a major help). 4. This would provide a tolled revenue source now. 5. It would move traffic in the direction it needs to be moved at the most congested times. 6. Provides an option for those willing to pay to get where they need to get to when they absolutely need to get there. Still provides the same number of non-toll lanes that the toll critics are currently requesting. 7. As an added incentive to boost the use of the tolled lanes, why not allow toll road traffic to legally move at speeds of up to 20 mph higher than normally allowed (ie legally allow max speed at 85mph on the toll lanes rather than the customary 65 mph). 	Email	5
93	<p>Having experienced the traffic problems on 281 from 1604 to Barged Rd., I feel qualified to offer some observations. Aside from the EIS, everyone seems concerned about where the money will come from to make whatever improvements are necessary to alleviate the traffic congestion in this area. The two new monster retail developments on either side of 281 and Evans have dramatically increased the number of vehicles here. Since the developers of these malls have profited immensely from their projects, why hasn't the Alamo RMA required the developers to address the infrastructure (expand the roadways) to accommodate the increased traffic, at the developers' expense? This should have been a requirement BEFORE any new construction began, not as an afterthought. Now, it appears, this will become a problem for the taxpayer. Poor planning seems to be the norm for governing agencies in this part of the country. Assuming that the funding issues are resolved, the creation of an HOV (High Occupancy Vehicle) and Express Lane will help the traffic situation. This has worked well in other large urban areas with similar traffic issues. This is simply a 2-lane road that parallels 281, but open only to vehicles with two or more occupants at no charge, and would also be available to non-HOV vehicles on a toll basis. Non-HOV cars would be required to have a transponder that records their Express Lane usage and debits their credit card from pre-registered data. The flow is traffic is controlled by allowing only southbound vehicles during the AM rush hour, and then reversing the flow to only northbound traffic during the evening rush hour.</p>	Email	12, 5
94	<p>Has there been any consideration for the environmental impact on HWY 281 if the road construction is delayed another 3 years to conduct the EIS? What is the total cost of the mechanical wear and tear of traffic jammed vehicles, inefficiency in the work place due to lost time, pollution (e.g., gas and oil spills), car accidents due to the bumper-to-bumper grind, and the mental health (e.g., stress, aggravation) that one endures on a daily basis?</p>	Email	5

Reference #	Comment	Comment Received	Response Number
95	I won't make the 8/27 meeting, but I would like to make 2 points. 1. On the Super Street, make 2 left turn-around lanes instead of 1. Take as much center median now to lessen expense later and provide for wide lanes. For the left turn around lanes, estimate liberally on the length, then add 50% more length. In the future, you do not want those waiting to do u-turn to get in the way of the through 281 traffic by bottlenecking it. 2. Take some congestion off 281 North by getting Gold Canyon all the way through to Encino Rio. 3. At Stone Oak Parkway east approaching 281, there has always been a drainage problem and there is an unnecessarily large dip there. Water collects on the south side of Stone Oak. Redo drainage from north side going under Stone Oak to south side and carry it out as far as the elevation requires to drain the water away. Then fill in the deep dip there to make flush with 281 level. I realize this may require some slight regarding of the asphalt along 281 also. 4. Lastly, at the 1604 east / 281 south intersection at Bill Millers, the barricades that were installed are good. I wish you could put a sign there stating "This is not a STOP; proceed and merge" Is there anyway to take out the remaining island there and make it where cars could squeeze by to get onto the 281 south access road?	Email	4, 5, 14
96	Well yea, overpasses only and the associated access road	Email	2
97	We have growing concerns about the techniques being utilized by the RMA for its public meetings/hearings. An open house format does not comport with NEPA. An open house format does not allow the public a chance to hear a formal presentation all at one time, with the identical project information. The public has to read handouts, look at posters and project drawings spread around the room, and ask one-on-one questions of people from ARMA and the consulting firms in order to gain any understanding of the project. There is no official record of the questions and answers from the comments/concerns expressed in one-on-ones. For a public hearing, there is a comment and response report where you can read the agency's official response, but not with an open house. TxDOT in recent years has begun to use the open house so that those opposed to a project don't get to express their opposition during an open comment period at the end of a meeting where the audience hears these concerns and sometimes applauds and may cause some people to change their minds about a project. The open house format is a divide and conquer technique designed to silence those who may oppose the agency's preferred alternative. At the RMA's open house for the 281 superstreet, attendees were not even made aware that in order to have their comments appear on the official record, they had to go submit them to the stenographer. We had many folks tell us they didn't even know a stenographer was present. The open house format is not a proper format for public hearings and it must be stopped or it can and will be challenged.	Email	10

In a follow-up e-mail, the commenter wrote:
 I totally disagree, an "open" exchange of ideas is just that, OPEN, not having individuals give individual comments to a stenographer over in the corner. We've also learned from many years of experience that the highway lobby's preference is to come in, say "I want the toll road" and leave so as to avoid saying so in a room filled with their fellow taxpayers who will have to foot the bill for an unwanted toll road that will benefit their industry.

Reference #	Comment	Comment Received	Response Number
98	Building a new highway above the existing "highway" could be a viable solution. We would have the overpasses leaving the existing roads to become the "frontage" roads. Austin has IH35 freeway elevated above its frontage roads. Macalister freeway was built for the most part above ground with out frontage roads. A Super Street is a temporary fix. We will eventually need to have overpasses. Why not start with what we all know will be the solution?	Email	4, 2, 5
99	You may be getting these same comments from lots of citizens. The traffic problem on 281 from 1604 North seems obvious. Since there are no overpasses at Encino Rio, Evans Road, Stone Oak Parkway and the other roads with lights, this creates the problem. The solution for this, just like the solution inside 1604, is to get overpasses built. Instead of wasting our dollars and time on a study, you should instead start construction on the overpasses.	Email	2, 13
100	We live at 281 and Bulverde Road. It takes me 30 minutes to travel 5 miles and that is simply ridiculous. There is no question that we need some relief. I believe that the most logical and expeditious way to get relief is to build overpasses at the busiest intersections (Encino Rio, Evans, and Stone Oak). Something needs to get done and soon	Email	2, 4
101	Highway 281 doesn't need toll roads. All it needs are regular overpasses; they work well everywhere else in the city. Toll roads are so expensive and will take so long to build that they are illogical. When something so illogical is pushed so hard by politicians, there is graft involved. Who is getting the kickback for the toll roads?	Email	12, 2, 11
102	We do not need to turn 281 into a toll road. What happened to the 100 millions tax dollars put aside for the original overpass/expansion plans? There is no need for 16-20 lanes on 281. It is busy, but it is not that busy. The overpass and expansion lanes would be enough.	Email	12, 5
103	Thank you for requesting ideas regarding the 281 traffic situation. A large part of the problem seems to be the 3 traffic light outside 1604 at Encino Rio, Evans, and Stone Oak. Another problem is no highway connection between 281 and 1604. The following are some of our ideas: Idea #1 - Please consider making an HOV lane out 281. It should be similar to Houston's where it begins as close to downtown as possible and then has different entrance and exit points along the way. It should continue out around Borgfeld Rd. It can have some exits along the way. It should continue out to at least Overlook. This means there needs to be at least 2 people in the car to qualify to use it, and it flows toward downtown in the mornings and from downtown in the afternoons. Idea #2 - Please build an exit ramp like on Bandera Rd. It continues out a couple of lights. An exit ramp could continue from 1604 out past Evans and Stone Oak to Overlook. This would shoot cars out past the lights if they live past Stone Oak. Idea #3 - If the above ideas are not possible, please consider an overpass on 281 so that people can bypass the 3 problem lights that hold up traffic at Encino Rio, Evans, and Stone Oak.	Email	5, 2
104	No to the 281 toll road and any other toll roads, I vote yes to the original overpass/expansion plan. The original overpass/expansion plan better serves the needs of the community.	Email	12, 2, 5

Reference #	Comment	Comment Received	Response Number
105	I am writing this to provide the RMA with my input on highway 281 upgrade/expansion: - I live north of 1604, right off highway 281, so I and my family will be impacted by changes to highway 281. - I am strongly opposed to toll lanes on 281, for the following reasons: - the tolls will be perpetual, with motorists like me paying much, much more than the cost to upgrade and maintain 281. I strongly resent being a "cash cow" for other TxDOT expenditures in perpetuity. - the non-toll option could be done faster and for less cost - the non-toll option would have less impact on the environment (fewer lanes, no toll plazas, etc) The majority of the citizens who use 281 are strongly opposed to tolling that highway. Why not let us vote on it? I request you reply to confirm you have received this input.	Email	12, 5, 24
106	I live in the Mountain Lodge sub-division and would like to add my comments to the information collection being done by the RMA. Knowing the toll road would take up much more land, cost more in construction, have more impact on the environmental surroundings and cost us in the long run in tolls for the rest of our lives living/working-going to school on 281 - WE DO NOT WANT A TOLL ROAD! We want the original plan that was supposed to be built in the first place - overpasses at all the lights. The money was there at one point and now it's gone - it's outrageous that this theft was allowed to happen and we don't want another crime to come in the form of a toll road. We want a "freeway" not a toll road!	Email	12, 5
107	WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN! I am totally against toll roads in San Antonio (and anywhere in the state for that matter). I think paying for 281 expansions with tolls is discriminatory to the people who live in that area. These toll roads will not only affect their daily travel, but will also devalue their property values as no one will want to own a home where you have to pay daily to get back and forth to it!	Email	12, 5, 6
108	1. The state gas tax and governmental appropriations in or before 2000 had \$325 million plus more for these 10 lanes and exchanges from the Texas Legislature and MPO (Mobility Policy Organization?). That is available to build loops, exchanges and additional lanes from Loop 1604 up North US Highway 281. 2. These are to be FREE road built with only tax funds provided since before 2000. 3. Why has the continued delay been done of now 9 years? 4. Why is ONLY toll road source determined to pay for all these existing road improvements when the Texas Department of Transportation and State agencies have the funds to pay for these existing road improvements? 5. When will this be put to a vote by those paying for the roads the taxpayers if bonds are the only NON TOLLING source of funds? 6. Why do you hire when it is illegal for any Texas agency to use & pay for with tax funds Public Relations firms that tell us lies in our San Antonio Express Newspaper, other newspapers, radio and many media outlets? 7. When will you be held accountable to the taxpayers and tell the truth? 8. WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN!	Email	12, 1, 24, 25, 11, 5

Reference #	Comment	Comment Received	Response Number
109	PLEASE, YES I SAID PLEASE LISTEN TO THE PEOPLE. WE ARE TIRED OF BEING TOLD WHAT IS GOING TO HAPPEN TO US, THE 281 TOLL ROAD MUST NOT HAPPEN. WE DON'T WANT IT. QUIT LYING TO US AND GIVE US THE OVER PASSES WE WERE PROMISED. AT SOME POINT PEOPLE NEED TO KEEP THEIR WORD.THINK OF OUR WANTS AND NEEDS, THE THINGS WE THE PEOPLE WANT. AT THE VERY LEAST PUT THIS TO A VOTE AND LET US BE HEARD. WE ARE TIRED OF CHOKING DOWN ALL THE THINGS THAT ARE BEING SHOVED DOWN OUR THROATS.	Email	12, 2, 24
110	No toll roads!	Email	12
111	WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN!	Email	12, 5
112	WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN!	Email	12, 5
113	Today is 8-27-09. There was a huge accident at the intersection of Bulverde Rd / 281 N. I do not know the cause of the accident but I believe that this and many more accidents will happen as a result of NO ACTION to fix the N281 problem. So much talk and NO ACTION!! I wish we would be told who is responsible? The governor? TxDOT? Local Politician's? The Environmental people? All of the above is what I think! I believe the Governor can push this along? But still being influenced by lobbyist pushing for toll roads? I moved up here in 1999 thinking a solution would come soon. And it seemed that way according to the newspaper articles. It's hard to believe it has been 10 years of talk. Just talk! Stuck in Traffic.	Email	22, 1
114	WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN! STICK TO THE ORIGINAL PLANS!!! WE DO NOT NEED OR WANT TOLL ROADS IN SAN ANTONIO ---- EVER!!! THE MONEY IS / WAS THERE FOR THE ORIGINAL PLAN!!! NO TOLL ROADS!!!!!!	Email	12, 5
115	The Texas Deceptive Trade Practices Act (DTPA) was enacted to protect consumers from deceptive business practices. Pursuant to the act, consumers may be entitled to redress in cases involving false or misleading business practices, breaches of warranty, and general malfeasance on the part of companies and corporations. Perhaps the Texas Attorney General would help the citizens of San Antonio and surrounding areas persuade the RMA to use the already collected funds to improve the 281 North/1604 congestion. WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN!	Email	12, 11
116	No tolling of 281. I want the original plan of overpasses/expansion of lanes, which is much less costly and environmentally friendly than the toll version. There are overpasses all over San Antonio, yet we can't get any, which is inexcusable.	Email	12, 5, 2
117	WE DO NOT NEED A TOLL ROAD TO FIX THE PROBLEM ON 281. WE NEED THE OFFICIAL OVERPASS/EXPANSION PLAN. IT SHOULD HAVE ALREADY BEEN BUILT! WE DO NOT WANT 16 LANES!!	Email	12, 5

Reference #	Comment	Comment Received	Response Number
118	Between you guys and Obama, we are going to go broke because you can not keep taking our money away from us. This is not the democratic way of life we had envisioned by our forefathers. STOP this nonsense or we will get rid of you in the next election whether elected or appointed. Do you not smell the new wave hitting the country telling the administration we don't want what you have in store for us?????? Do you want this to get out of hand?????	Email	12, 5
119	1) Air quality for the residents in Village on the Glen should be part of the environmental study. There are major health concerns regarding air quality for that entire neighborhood stemming from car emissions. The more lanes built at that point - the worse it will be for the health of the citizens in Village on the Glen. 2) The minimum amount of lanes required to keep traffic flowing should be used to minimize the negative effect on the Edwards Aquifer. 3) Tolls for one small portion of a free access highway is unconstitutional to the residents living in that area - especially when the funds for overpasses and interchange at 1604 that would have kept the traffic moving was approved by voters some years ago...where is accountability for the government entity that squandered, i.e., misdirected the funds that were approved by tax payers for this purpose? 5) A comprehensive environmental study is necessary that takes into account all immediate surrounding and adjacent areas of the 281 corridor. You cannot just look at the road portion and ignore the constant and steady paving over of land on both sides of 281 from 1604 north bound to the county line.	Email	8 24, 5, 12, 14, 17
120	WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN!	Email	12, 5
121	You can't fool me I was born in Chicago and I know all about the graft and corruption concerning toll roads. We citizens of Texas and the US have the right to travel without highway robbery stops. [expletive] we pay federal and state gasoline taxes already. Drop this money making schemer or we will vote you out of office!!! Don't test us, we are pissed off already!!!	Email	12
122	We don't need and we don't want toll roads on highway 281. Those of us who live along 281 North already feel cheated that we haven't gotten the overpasses and access roads that our taxes should long ago have paid for. The mere consideration of toll road in this area is an added insult to the resident/tax payer. Such a program will end up costing us more in the long run and will take longer to provide the solutions we need now to our traffic problems. It is nothing short of astounding that our elected and appointed officials have watched the congestion on Hwy. 281 increase all these years, allowing further commercial and residential development come in to add to the problems, and then have the gall so suggest that we pay our way out of those problems with toll roads. That's another problem. Do what is right; fix the roads we have.	Email	12, 5
123	When I go to Waco, I use the toll road around Austin. I know toll roads save time and probably, also, save gasoline. I think the extension for US 281 should be made as a toll road with alternate roads on each side that will give everyone an option as to which road they want to use.	Email	5

Reference #	Comment	Comment Received	Response Number
124	1. Please hurry as the traffic, air pollution, wasted fuel and wasted time is unbearable. Any EIS is needs to include these issues. 2. Please limit the aggravation that occurs Northbound between Encino Rio and Evans. People use the far right lane as a short cut, and then cut over making the other lanes much slower. My recommendation is to place a curb between the middle lane and the far right lane that extends south from Evans for 2500 feet. This will stop the inconsiderate drivers from Cheating.	Email	22, 5, 8
125	My family and I are expect Hwy. 281 overpasses and NO TOLL ROADS.	Email	12, 12
126	I strongly oppose the tolling of 281. It has already been paid for once. E.I.S. and the RMA need to get their act together and stop slowing down progress, we have enough of that done by politicians. In the private sector, you are graded by your results, so far TxDOT, RMA, and the E.I.S. have accomplished nothing but slowing down the construction of a "NON Toll" highway. If they were in the private sector, they all would have been fired by now.	Email	12, 22
127	My wife and I bought a residence in the community of Champions Run in 2004. We realize from the beginning that there were 2 traffic engineering problems causing traffic congestions. Problem No. 1 The intersection between 1604 and 281 was not design accordingly to carry the amount of traffic that gradually has been increasing with the development of new residential areas around and specifically north of it. The solution to this problem should have been the construction of ramps (like the ones built at the intersection of loop 4-10 and 1-10) to communicate and divert the traffic accordingly. Problem No.2 We have come to realize that the installation of traffic lights (like the ones at Encino Rio, Evans and Stone Oak roads) was a mistake, by whoever designed it. The lights cause traffic congestion whenever they turn to red and stop the traffic to a complete halt. This type of situation is not seen on Rd 281 south of Rd. 1604 all the way down to the downtown level. The answer to this problem is the lack of overpasses and the presence of frontage roads which are missing north of Rd.1604 We do not see the need of a toll road. We do agree with Mrs. Terri Hall suggestions. Problem #1 and problem #2 could be solve very easy by following hers and our suggestions.	Email	5
128	(http://www.411on281.com/overpasses.cfm) that proves they are deceivers. The question they answered was: Why can't we just build overpasses today? The Alamo Regional Mobility Authority (Alamo RMA), as part of the Environmental Impact Statement (EIS) on US 281, north of Loop 1604 to the Bexar / Comal County line, will be evaluating all options to help provide relief to this congested corridor. Today, without environmental clearance, we are limited in what we can do...but with the EIS, all options are under consideration and will be evaluated without bias. On a positive side, I was happy to see they sort of agreed on their own web site that overpass would work: "Today, it seems obvious that if we just had overpass bridges on 281 to get through the intersections without stopping, all the problems on 281 North would be solved." However, then instead of giving truthful honest information to the question at hand (why not overpasses), they throw out facts that have nothing to do with the overpasses. First they say, "The Federal Highway Administration (FHWA) has never given clearance to an "overpass-only plan" on 281 North." Of course not, no one wants an overpass only plan, we expect entrance and exit ramps which were paid for and promised. My builder even sold houses with this plan in hand and would have had huge lawsuits when the	Email	12, 1

Reference #	Comment	Comment Received	Response Number
Continued from 128	<p>toll road agenda came up without proper support. Second, they say, "Simply building bridges, without entrance/exit ramps and frontage roads, is not considered a viable solution..." Only by making 281 a toll the road would they need to build frontage roads. We have basic overpasses with on off ramps like we have throughout the city, state, and nation without frontage roads. San Antonio already has basic overpasses with on off ramps just like we have throughout the city, state, and nation without frontage roads. They are throwing out facts that have nothing to do with why they will not build overpasses and necessary ramps already paid for. Next they give "reasons": Get this, the people who paid for the ramps and overpasses are being told: "The many businesses and neighborhoods around the intersections would be cut off completely from vehicular traffic without ramps and frontage roads. Entrance/exit ramps must be built to provide access." Somebody needs fire the idiot that wrote this garbage. No one ever suggested we would have no ramps as he implies. This is more deception like when they told us we could only have toll roads or keep it as is—obviously now everyone knows that was a lie. BTW, they throw in the frontage roads issue so they can say we did not pay for them—no, just the overpasses and ramps we expect. Next they say "Vehicles traveling over the overpasses will be using a higher rate of speed than those entering the highway beyond the intersections, making driving unsafe. To address this, we must build frontage roads." This is a garbage excuse, many freeways and high speed roads have on ramps without frontage roads—in fact, frontage roads make no impact on the safety of entering/exiting ramps from busy highways and roads. This is just more lies and deceptions that only an idiot, lemming, or otherwise motivated person would believe or chose to believe. We see ramps on many busy or high speed intersection around the city, state, or nation—even the world like Germany which has the best roads and no frontage roads anywhere I saw, and the frontage roads makes no difference to an entrance or exit—especially if ramps are built correctly. Finally, they add the biggest insult by saying, "Without environmental clearance in place, we can not add new capacity to US 281 without violating federal law. The Alamo RMA's US 281 EIS study will help regain environmental clearance for new capacity to be added to US 281, if the EIS study ultimately recommends a build alternative. This action could allow for overpasses and new lanes to be built - or any other option for new capacity." They need approval for any street no matter what. If they could not get it for overpasses and ramps, then they would not come close to getting it for toll road overpasses, ramps and frontage roads they are going to shove down our throat unless we get some ethical politicians that pay attention or we get a strong grass root movement to stop them and hopefully get them fired!!!</p>	Email	12, 5
129	I oppose any form of tolling for Loop 160 or US 281. We have already paid for the needed expansion of 281 including overpasses. We don't need a 16-20 lane freeway, just a 8 to 10 lane plus access roads. It would be helpful to add bike/skate lanes. And please, if you're going to add sidewalks to not put the telephone or electric poles in the middle of the walks to as to render them unusable.	Email	129

Reference #	Comment	Comment Received	Response Number
130	I would ask the overpasses be build on 281. This is an old plan but a good one. It is the most cost effective and would have been completed by now if it had just been started. It will also cause less harm to the environment as it will take up less space and be cheaper to maintain. Please do NOT build toll roads which will only cause an extra forever tax that will only increase with time. The plans so far also include shipping much of the revenue out of state which is crazy in times like these.	Email 2, 12, 5	
133	If you are going to configure the intersections to make "right turns/crossover/left turns", or as we have called them for years..."Michigan lefts", here are a few comments and suggestions. #1: Heading on 281 northbound at Evans, how come the left turning lane wasn't made longer to accommodate the left turn onto Evans? and why isn't there an actual right turn lane (instead of making what should be a "through lane" into a turning lane)? There is, and has been, enough room to build an additional "through" lane from Evans to at least Marshall Rd. This would have been an easy temporary fix. It still should be done. #2: They built a shopping center on 281 at Evans, and never took into consideration the traffic! (which should have been done beforehand). I am glad to see that they finally fixed the eastbound lanes at the intersection of Evans and 281, but another thing that could make it easier for the vehicles coming out of the parking lot and wanting to head northbound is to make that road that they built in back of the shopping center extend all the way to Stone Oak, so we can come out that way; or make a turn around in the median on 281 so that if you come out to the north end of the parking lot, you can cross over and turn around. This would relieve those who need to make the "U" turn at Evans. I cannot believe they built such a project and did not think of the traffic situation first. There doesn't seem to have been any consideration for "environmental impact, safety and public health." When you want to consider the "environmental impact", think about the current impact. Any solution would be better. We sit there in traffic emitting a lot of pollution while sitting through at least 3 lights before you can turn to go northbound. Safety? How safe is it now when cars cut you off to get in? Others are riding up the left side shoulder and cutting in. Public health? Our blood pressure is rising in the mess it is in. How come these things were not considered before?	Email 4, 22, 5, 1	
135	We do not need a Toll Road to fix 281, we need the original overpass/expansion plan. We do not want or need toll roads. We will not use toll road if you go against want we want and build them any way. Stop wasting our money and just build the overpasses! You are wasting our time and money. The overpasses should have been built years ago. What happened to our money that was for overpasses? Stop wasting our money. Stop trying to get toll roads. Just build the overpasses!	Email 12, 5, 2	
136	I am a land owner along US 281 north of Evans Road. Traffic congestion hurts everybody, including the environment. For some time I have thought that US 281 needs to become a freeway north of 1604 with overpasses and access roads. Although super streets may help in the short term, I'd rather \$'s be expended on a more permanent solution. I hope that the EIS is completed swiftly and that dollars become available to fund a solution to this pressing issue.	Email 4, 5, 3, 12	

Reference #	Comment	Comment Received	Response Number
137	I have lived in Encino Park for 27 years. When we first moved here in 1982 the idea of overpasses appeared in all of our town meetings and newsletters. I even went to the Transportation Office (near Babcock, I think) and saw the layout. Now.....we are still struggling with traffic and lights. Why????????? I was in Dominion recently and was so awed by the underpass for easy access to IH10. We don't have any trees to cut down. Please consider the under/over pass idea again. Everyone on 281 would benefit....even the trees in the neighborhood that some keep hugging.	Email	12, 5
138	WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN! We would like a confirmation of receipt of our comments.	Email	12, 5
139	Please fix 281 w/the overpass/expansion original plans and get to it! Thanks to the game of politics we are further behind in our need for overpasses. They could have already been in use! Stop wasting the taxpayer's money.	Email	12, 5
140	If our business community ran their businesses the way you operate the RMA, we would have a ghost town with no businesses in existence here. Your job is to direct the building of the roads for the benefit of the public. If you can't seem to do that simple job effectively and efficiently, then you may as well find another board to sit on and get out of the way for some who can. The 281 highway needs to be completed in the manner planned before you decided to play toll road games. It needs to be done correctly as originally planned and with no toll considerations. We don't the toll road to fix 281. We need the original 281 overpass/expansion plan which was fully paid for and planned for before the special interests began overtaking your organization.	Email	12,
141	We DON'T need a toll road to FIX Hwy 281. We NEED the ORIGINAL overpass/expansion plan, NOW! Please send a confirmation reply.	Email	12, 5
142	We need to sunset the TxDOT commission and put it under some really strict supervisions! They never should have gotten the extreme power they have now and we, in the public strata, are not as dumb as not to figure out what has been going on behind the scenes - and in every scenario! The road issue project board is beyond redemption! TxDOT/ARMA is violating the legislative intent of the law, HB 2702, that prohibits the conversion of freeways into tollways. WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN! Its past time for our legislature to get real, get their hands out of our pockets and do something for the good of all. We all know there is money to be "found" that would do the jobs we need. OUR FINANCIAL AND ROAD UTILITY INTERESTS ARE NOT BEING SERVED - TO PUT IT MILDLY. Please send me a confirmation of receipt of your comments.	Email	19, 12, 5
143	WE DO NOT NEED A TOLL ROAD TO FIX 281, WE NEED THE ORIGINAL OVERPASS/EXPANSION PLAN! "Right is right, even if you stand alone against the crowd and wrong is wrong; even if everyone is doing it, wrong is ALWAYS wrong" Building "for-profit" roads at the communities detriment is wrong.	Email	12
144	The toll roads proposed for Texas and the rest of the country are a bad idea. They will facilitate surveillance. This could have repressive effects. They would also likely involve eminent domain abuses because they are very wide (some people suspect they could be nearly a mile wide, if they are approved)	Email	12, 5

Reference #	Comment	Comment Received	Response Number
145	I am strongly opposed to ANY toll roads on the 281/1604 area in San Antonio. Toll roads are double and even triple taxation in many areas. I am a physician and my patients and staff are strongly opposed to toll roads. They are simply economically unfeasible in this time of recession. 281 and 1604 have been paid for and 281 deserves the original overpasses plan, not a billion dollar monstrosity that will be used to redistribute my toll taxes for the next 50 years.	Email	12, 19, 5
146	As you know, we desperately need a timely fix to the 281 traffic problem. I know toll roads have been strongly pushed by our leaders, but they are not in the best interest of the citizens who will be affected by that decision. The best and most popular answer is an expansion of 281 with overpasses. We need highway 281 to be a freeway...without stoplights. I am even in favor of a gas tax to help fund the road, as long as the money is not diverted to other programs (which seems to have been the problem in the past). Please work with us to figure out a solution that will be in the best interest of the citizens of San Antonio.	Email	12, 5
148	We do not need tolls for N. 281. Go with original plan. We need the overpasses. No to tolls.	Email	12, 5
149	I am a resident of the Big Springs Community and live just 281 and Evans Road. A couple years ago, TxDOT promised this community, among other things, an adequate sound barrier wall along 281 and noise reducing pavement. What are the plans to follow through with this promise?	Email	9
150	Where did the money go that the voters voted on for a bond to fix this problem?	Email	12, 5
151	My preference would be the original plan with OVERPASS BRIDGES.	Email	12, 5
152	I am a voting resident in the city of San Antonio and obviously Bexar County. I was unable to attend your meeting on 8/27 at 5:30 - 8:30pm/ct at St. Marks. I would like the following comment to be placed on the record for this study. 1. I am not a toll road proponent. I will state this up front. There have been too many times that our government (in Texas) has not spent the money where it has been designated to be spent. As everyone knows, since the early 1990's Texas has not spent its collected gas tax monies solely on roads, but has used the money pot to spend on other items (instead of building roads). Now, that our infrastructure is close to collapse, we want to introduce a "new" tax in the form of toll roads. We also want to give acquired tax payer land that exists between and on each side of our existing highways (like 1604 and US 281 north side of San Antonio) to someone that is going to build and manage the toll roads. * To this and any form of the toll road idea or plan I say NO!*. 2. For many years San Antonio has been a second class citizen when it has come to receiving state recognition and financing for building our city's infrastructure. We need a group of our elected officials with back bone to get on the committees, at the state levels, and lobby for San Antonio to receive the fund appropriations equal to that of our sister cities (Dallas & Houston). This funding is due to San Antonio. All one has to do is drive through the cities of Houston and Dallas to see their NON-TOLL road infrastructure is many times better than San Antonio's. It is also hard to believe that the north side 1604 & 281 as well as the highway 151 to IH10 area were not ranked on TxDOT's top 100 most congested areas in Texas. Something smells and it isn't a pleasant smell. 3. We need to build the overpasses and expansions	Email	12, 5, 11, 1

Reference #	Comment	Comment Received	Response Number
Continued from 152	<p>that were approved and funded for 1604 and US281 north of 1604. We also need to build ramps from the north side of US281 to 1604. Finally, the expansion of loop 1604 (at minimum from hwy 151 to IH35) is long overdue. These should be NON-Tolled roads. Lastly, we need to be smart about building any future roads. To make the same mistake at 1604 & US281 as what once existed at IH-410 and US281 by airport (which took 30 years to fix) is insane. 1604 & US281 has effectively been the same roadway for almost 30 years. How stupid can we be that we did NOT see what exists now in this area traffic wise coming? 4. I had heard earlier this year that the RMA is borrowing money from our county. The last figure I heard was a balance of approximately \$275,000. If this is true, then that makes the RMA an entity looking for someone to fund their institution and potentially desperate enough to be bias towards a toll road solution. In fact if you visit the RMA web site, there is a very bias slant to toll roads as the only solution. *This effectively should invalidate the RMA and maybe it should be dissolved. Right now I would vote to dissolve the RMA.* It appears to me that this bias support of toll roads would solve their funding problem, justify their now 5 year old jobs, take care of their recent raises and high salaries and would make several greedy business owners and politicians wealthy on the backs of the working class via a double taxation process under the guise of toll roads. The issue here is not the TxDOT engineers, but our political appointed (or self appointed) money grab officials. How loud do we need to say it or write it to get the message across? No road should be TOLLED !!! 5. My offered solution. Raise the gas tax by 5 cent on the gallon. Studies have shown this will supply more than enough funding to build our roads in San Antonio and Texas. This will keep the roads free for all to us an travel and alleviate our road infrastructure issues. The issue I see here is that no politician wants to put their head on the chopping block. This is from our 39% elected Governor down to our local district elected officials. The gas tax has not been raise since the late 1980's (if I recall correctly). It should be raised accordingly and tied to the same inflation indexes that other items are tied to and ALL monies should be spent solely on ROADS. I look forward to a free and expanded roads.</p>	Email	12, 5
154	<p>I was unable to attend the Aug. 27 meeting but want my comments submitted for the public record. I believe the most practical solution is to add 1-2 lanes both northbound and southbound on Hwy. 281 and add overpasses. This will minimize the addition of impervious cover, thus helping maintain our vital water supply and protecting as much natural habitat area as possible. I would like to add that I very much oppose the construction of toll roads to fund this expansion. It amazes me how monies are magically found to fund interchanges and freeway expansions in other parts of San Antonio but for some reason the 281 expansion, which is probably more crucial than many other "necessary" projects in the city, is overlooked when funds are being allocated. If there are not adequate funds, I advise the RMA to lobby and get legislation passed to protect gas tax monies from being forked over to non-transportation entities such as state parks. If that still doesn't get the job done, raise the gas tax. I believe all Texans should share in the funding of expansion of existing thoroughfares.</p>	Email	

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155	What does it take to get you to listen to the will of the people? Congestion on 281 is heavier now than ever since school is in session again. We desperately need the overpasses (not more lights nor a superstreet) to get traffic flowing safely. When I travel to work on 281 Southbound, I am now backed up beginning at what used to be Mouse's restaurant. It is worse than ever!! I would love for those of you that feel we do not relief to ride with me any morning between 6:45 and 7:00 and see what this is like.	Email	1, 22, 4
156	Get your act together. No toll roads.	Email	12
157	I have lived in Encino Park for the last 13 years and drive 281 every day. The best alternative is to construct overpasses at Encino Rio, Evans Road, Marshall Road, and Borgfeld Road because they have minimal environmental impact. The solution would be enhanced if additional lanes can be constructed without environmental impacts. However, there will be a bottleneck at Borgfeld Road, when the highway narrows back to the original lanes. The solution should also include additional lanes for Bulverde Road, which will relieve the load on 281.	Email	2, 5
158	In 2003, TxDOT had the clearance and the gas taxes for the expansion and overpasses on Hwy 281 north of Loop 1604. Now TxDOT wants to convert this freeway, already built and paid for, into a toll road. In June 2008, the Sunset Committee issued a scathing report of TxDOT stating that many expressed TxDOT is "out of control," advancing its own agenda against the objections of both the Legislature and the public. I have zero issues if a toll road would be build on land bought, graded and developed by the tolling authority. 281 is the only traffic artery going north from San Antonio between I35 and I10. It is not morally right to provide some commuters a free ride to work and charging the drivers of 281, who with their gasoline tax dollars, have provided more, much more, that the cost of this seven mile roadway upgrade to the state of Texas with gasoline tax revenue. Gasoline tax revenue of twenty thousand cars idled in bumper to bumper traffic would pay for the upgrade in a year. Roads which do not "pay for themselves" with gasoline tax revenues are the ones which should be tolled. We do not need an ten lane road, including the frontage roads, running from loop 1604 north to Borgfeld Road. Overpasses and an additional traffic lane which can be accommodated in the current right of way would suffice. We also need a zoning commission which will stand-up to the local and developers, who want to continue to built on the north side of San Antonio where the transportation infrastructure is not sufficient to support the continuing uncontrolled sprawl of mega-development which has been going on for the past decade. Enough is enough, until the transportation infrastructure can support additional traffic, building on the north-side needs to be halted or developers charged a sur-charge for infrastructure development.	Email	12, 5, 19, 2

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159	<p>would like to see elevated center lanes operated as a reversible expressway, similar to the Lee Roy Selmon Crosstown Expressway in Tampa, Fl. Reversible lanes are appropriate in this situation because of the strongly directional nature of traffic on 281 - southbound in the morning and northbound in the afternoon.</p> <p>Elevated center lanes address the issues of nearly every stakeholder: Environmentalist seek a small footprint – this option would require the least concrete over the recharge zone At less than \$300 million (\$15 million per lane-mile for three lanes), the cost is competitive with other options being discussed. If it turns out that the road will be tolled, then this option will have the least impact on the toll road opponents - the current configuration can stay exactly as is. Three reversible lanes will more than double the current capacity, and when you factor in the lack of stoplights, this option would support current and all future projected growth in traffic. By placing the new roadway in the median, the current right of way could be used to plant noise-absorbing plants, provide bike and walking paths, and could be reserved for future rail options</p>	Email	5
160	<p>The Greater Edwards Aquifer Alliance would like to thank you for the opportunity to provide initial comments on the EIS Coordination Plan to assess improvements to US 281 from Loop 1604 to Borgfeld Road.</p> <p>Scoping: Environmental Analyses: A detailed schedule should be provided upfront, including deadlines, in order to indicate how timing of completed environmental analyses is coordinated with lead agencies' planning and decision-making schedule. In addition, all environmental analyses should be identified, along with corresponding lead investigators and/or consultants. More specifically, a list should be provided of all endangered species surveys and hydrogeological investigations, either to be used in assessments or to be conducted during the EIS process. All investigators should be clearly identified. In a timely manner as they are developed, all draft and final reports and databases resulting from environmental analyses used in EIS process should be publicly available via a webpage. Agency Participation/Consultation: Elevate Edwards Aquifer Authority to Participating/Cooperating Agency: Due to its technical expertise regarding the Edwards Aquifer ecosystem, we request that the Edwards Aquifer Authority (EAA) be invited to participate in the EIS process as not only a Participating Agency, but also as a Cooperating Agency. The proposed expansion of US 281 crosses the recharge zone of the Edwards Aquifer. The Edwards is a federally designated sole source drinking water aquifer that provides water to 1.5 million people and the spring flows critical to the survival of endangered species in Comal Springs, San Marcos Springs, and in the Aquifer. In fact, the Edwards Aquifer was the first aquifer in the Nation designated as a "sole source" aquifer under the "Gonzalez Amendment" to the Safe Drinking Water Act. The amendment was authored by San Antonio Congressman Henry B. Gonzalez, in order to avoid federal taxpayer funding of projects that threaten pollution of the Edwards Aquifer. The Edwards is a karstic aquifer and therefore is highly vulnerable to water pollution because surface water quickly enters the aquifer through recharge features, such as caves, sinkholes and streambeds, without significant filtration. The lack of a central drinking water distribution facility for San Antonio makes treatment for any contamination especially ineffective. As such, the best and perhaps only affordable protection for San Antonio's drinking water supply is prevention. Therefore, the EAA needs to be included as a Cooperating Agency in order to provide invaluable expertise regarding the environmental sensitivity of the US 281 corridor area. Elevate VIA Metropolitan Transit to</p>	Email	<p>Specific Response See Section 5.2</p>

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Continued from 160	<p>Participating/Cooperating Agency: In order to adequately address alternatives related to multiple transportation modes and reductions in peak traffic demand, we request that the VIA Metropolitan Transit (VIA) be invited to participate in the EIS process as both a Participating Agency and a Cooperating Agency. Since traffic congestion is rooted in excess demand, alternatives which reduce peak travel demand need to be seriously considered. Many options are available that individually, or in combination, reduce peak travel demand. Public transit is a primary means of decreasing peak travel demand. Likewise, ridesharing and parkn- ride programs also reduce the number of cars during the peak periods. VIA is the driving force in San Antonio for these three options, which are to be employed along the US 281 corridor according to the San Antonio MPO's 2030 Metropolitan Transportation Plan. 1 FHWA's own guidance lists six categories of demand-management alternatives, including travel alternatives (alternate hours of travel, work schedules, telecommuting, etc.), land use alternatives (smart growth policies, pedestrian/bicycle connections, transit-oriented design), pricing alternatives (HOV lanes, parking pricing), HOV alternatives (rideshare matching, vanpools, priority HOV parking, etc.), transit alternatives (subsidized fares, trip itinerary planning), and freight alternatives (lane restrictions, delivery restrictions). 2 Again, VIA should play a major role in the EIS process, due to its expertise in managing traffic demand in San Antonio. Invite Camp Bullis/U.S. Army to Be participating/Cooperating Agency: Due to the Garrison Commander's consistent concerns regarding development within five miles of Camp Bullis, the U.S. Army at Camp Bullis should be invited to participate in the EIS process as both a Participating Agency and a Cooperating Agency. Camp Bullis has often submitted concerns in writing to the City and to other agencies in regard to these developments. The US 281 corridor is within five miles of Camp Bullis. Within this zone, Camp Bullis has repeatedly expressed concern related to development impacts to the habitats of federally listed species. In particular, Camp Bullis seeks to avoid the clearing and fragmentation of woodland habitats for the golden-cheeked warbler, so that this species is not displaced onto Camp Bullis. Of equal concern to the Army is the protection of the Edwards Aquifer and karst features, which may be habitat for endangered karst invertebrates. Development of endangered species habitats within five miles of Camp Bullis may adversely affect training restrictions on the base. Of additional concern to Camp Bullis is high-density development within its three-mile light buffer zone. The light pollution from such development negatively affects night training operations, which is a major focus of the base's mission. In this manner, the direct, indirect, and cumulative effects of development induced by the proposed US 281 expansion may be of concern to Camp Bullis. One study concluded that "highway capacity-increasing projects, which are typically a response to current or anticipated increase in travel demand, have coincided with immediate land-development activities."³ Another study found highway expansion to be a primary cause of population growth. 4 And a third study substantially confirmed the hypothesis that "road improvements and the resulting swifter travel speeds spur building activities along a corridor."⁵ New homes, offices, and retail stores appear near improved freeways within two to four years after construction.⁶ Clearly, the impact assessment of development potentially induced by US 281 requires that Camp Bullis be invited to be both a Participating and a Cooperating Agency. Purpose and Need: Need: The applicability of data used to determine need should be well documented, including if the data are current, accurate, and relevant. In particular, data used to project the future land use and the transportation network</p>		

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Continued from 160	<p>Should be well documented. If included in purpose(s), safety (accident) and economic development data should be similarly presented. Needed data that is unavailable should also be identified. And finally, the procedure for accessing all project files should be included in the draft purpose and need. Goals and Objectives: The draft purpose and need should also include draft goals and objectives. The relationship of the goals and objectives to purpose and need should be described in detail. Similarly, the role of the goals and objectives in the screening of alternatives should be explained. Environmental protection, endangered species, and mitigation should be included in goals and objectives. Documentation: Dates when chapter drafts will be available should be listed, as well as the length of each chapter. A list of all technical reports, including issues and level of detail, should also be provided. These draft and final reports should be publicly available as they are completed. Alternatives: At the same time that the draft purpose and need is distributed, a list of alternatives should be provided, including both those eliminated during screening and those retained for detailed study. The procedure for documentation of screening and technical review of alternatives should also be included with the draft purpose and need. All factors used in evaluating the reasonableness of alternatives, not just purpose and need, should be delineated. The basis used in the screening criteria should be explained, including if it is quantitative level of service or more general, multi-step, or a scoring system. Thank you again for your attention to these comments. We look forward to working with you throughout this process.</p>		
161	<p>Why are there no elected officials but illegally taxpayer paid "Public (Relations) Involvement" and employees here? Why are no funding discussions done or being done? Federal Government, Texas Department of Transportation, Mobility Planning Organization, Regional Mobility agency and others had \$325 million on or about 2000, for ten new construction lanes and loop exchanges for Loop 1604 and up North U.S. Highway 281--but this still hasn't been done. Why not? When will we have a "FREE" highway that is expanded?</p>	Verbally	25, 12, 5
162	<p>I live at the corner, basically, of 281 and Bulverde Road so I get the pleasure of driving 281 every day. And, from my perspective, something needs to get done on this because I'm spending 45 minutes just to go 12 miles to my work location and, I think, I'm polluting the air a lot more than anything that we could possibly do to expand the lanes on 281. So all of the -- it's just continued commercial development, there's no impact to the aquifer, in my opinion, and, I think, we should go ahead and get this thing built as soon as possible. In the meantime, I hope you go ahead with the SuperStreet. And, ultimately, I don't care if the project is tolled or non-ttolled. If its tolled, I'm going to use it every day. I think the access roads that people -- they can go on and continue just like they are presently.</p>	Verbally	3
163	<p>But the -- the reason I'm here is to place my complaint about this -- this road, this route 281, that should have been fixed, maybe, five years ago. They had the money back then to do that and it was either stolen or it disappeared like most government money does in the government -- which is us. Money just disappears or it's put away somewhere and then they forgot where they put it. I understand that they paved the parking lots of the Veterans Hospital and jails, or prisons, I should say, throughout the State of Texas with the money that should have been used for this highway. The -- What disgusts me to begin with, to start with, it's a little bit off the highway, is, people are moving in here without the responsibility of paying for the infrastructure.</p>	Verbally	1, 12, 5, 15, 14

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Continued from 163	<p>Nobody, I believe, forces people to move here into San Antonio. I've taken this up with Mayor Peak, when he was the mayor, and he said to me, "Well, how do we stop them from moving in?" I said, "Well, you keep telling us we're out of water. How can people move in here when we don't have any water to feed them?" So -- but yet, to make a long story short, they're moving in any way by the thousands. When I first came here 1604 was a two-lane highway; one eastbound lane, one westbound lane. It is now four lanes, and I just got off of it, bumper to bumper for the last two miles to get off of -- on 281 which is plain ridiculous. This town has not -- the highways, I should say. The highways have not grown with the population and the TxDOT -- which is a very corrupt organization, and we're hoping that the -- that the Sunset Commission would have put them out of business, which they didn't so far. But we find that because of this, 281 is one of the worst highways in this location due to backed up traffic. And TxDOT did have the money to repair these highways, make overpasses that -- they had the money for the overpasses and, for some reason, it just hasn't been done. And who pays for it but we, the people. We pay for it in gasoline bills. We pay for it in our time used sitting in traffic where these red lights are. And then comes an organization called the RMA. I've attended, I don't know, maybe fifty meetings in the time I've lived -- I've lived here 22 years so far. But I've attended many meetings and voiced my disgust with the leadership of the RMA and TxDOT. I have been met with scowls, ugly faces, and undertenoned voices when I got up and spoke about what I spoke about, is, that we lack any leadership at all. We have no leadership here at all in the highway part of what I'm getting at. 281 is worse than ever, getting even worse, and nothing is being done at the present time. A lot of talk in here tonight. I see all kinds of very fancy, expensive displays about how they will solve the problem. Well, I've heard that for the last five to seven years. It's like the federal government, lots of talk and no action. Again, I can't underline it enough, is, the lack of leadership that we have in this town that --relative to the highways. We also have lack of leadership in other spaces, too, but I -- I'm going to say we're concentrating on route 281 and route 1604 interchange.</p> <p>Now, we have Terry Brechelt who would like to toll this. Now, wait tell you hear this. They want to sell the highway to a foreign contractor named Syntex, a Spanish consortium. Now, I looked it up and found out it's owned by the Saudi Arabian government which is a Muslim group. Why do we take our highways that we own, the people own, and give them for fifty years to a foreign contractor to build and operate a toll road? We are then going to be at their mercy. It's privately owned then. They can raise the prices any time they see fit and the public will have nothing to do but pay that exorbitant fare, which I could give you, but I don't want to because it may not be very accurate right now. They promised that there would be a side road, a road along the toll road where people could use that instead of the toll road. Well, what's wrong with that is that that side road will be full of "Stop" signs, electric traffic lights, which will cause the light to go red while the traffic goes underneath the toll road, and the people on that side road will be right back where they started from in traffic again unless they pay the exorbitant fare they would have to pay for this toll road. So we are disgusted not only with route 281, not only with the highways of our state, but we're disgusted with the leadership that we have voted for the different people to represent us and they have let us down. Tommy Adkisson and David Leibowitz is our friend. They belong to the MPO. And they're very cooperative with the toll people which I am proud to be a part of. We do have a few legislators and representatives who are, kind</p>	

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Continued from 163	of, working with us, but still all we see are these meetings in these big buildings and hundreds of people coming out to read the propaganda that they feed us. But still, in six or seven years, shouldn't we, by that time, have our route 281/1604 interchange long, long before this? Here it is, 190 -- I mean, 2009, and we are still sitting in traffic. And I don't see any contractor out there starting to work on this. I hear all kinds of promises, but I don't see any action.		Verbally
164	I live in the Stone Oak area where all of the congestion is, especially Evans and 281, and I have been hearing so much about toll roads, and I am so against toll roads, first of all, because I know that the freeways are free. They are freeways that -- we have already paid for those roads we -- with our tax dollars, and those are already ours. And if people wanted to come in to do toll roads, they can get their own land and make their own roads, and they can charge what they want, but I feel, in my heart, that that is not right if they just take over what we already have. And, also, I have come up with some suggestions. Instead of the new way that they're trying to make the turn lanes to go only one way south, if it -- you want to go north you have to -- if I want to go north on 281 off of Evans, I am half in the -- you know, to their -- those lanes -- I don't know what they call it. But, you know, I have to turn right, wait for a light, turn left, wait for a light at Evans and 281 just to continue going north when I -- when they should just either leave it the way it is and make always two left lanes turning north, and two right lanes turning south, and one lane going straight across 281 onto Evans. Or the best suggestion would be to do what they had planned all along, which was the overpass. The overpass, I understand, was already approved back -- early 2000, maybe 2003, and I feel like -- and I believe that they already had all of the money that -- and everything was done, but, all of a sudden, our politicians and other people in San Antonio want to get together and get people from Spain to come in here and own the roads and we have to pay them for about fifty years. Now, the -- I went to Houston and they have toll roads. I never used them because I didn't want to pay for toll roads and I, also, noticed that they were pretty empty, you know. So I don't see the benefit in toll roads. Not to mention that up north most of the people work, both people -- I mean, the couples usually work, everybody has to work in order to live, which is pretty much over here, because it's very expensive in this area. So that means that everybody tends to hire gardeners, you know, lawn maintenance people to come clean houses, or to cook, or to baby-sit and so what happen -- or to even take care of elderly. So what happens to those people that do not have a lot of money and they need to work to make just minimum wage? How are they going to pay the toll roads? So somewhere somebody's got to pay those employee -- you know, those workers and we have to -- if we have to pay the toll road, then, we have to -- what should I say? -- well, we won't be able to pay those people very much money, and then they're not going to want to come and work for us, you know. I mean, our lawn service, you know, our -- the people that come clean houses because we're working, baby-sitters because we're working. It's just going to be, I think, very hard for everybody. And, not to mention, with gas going up, and then if we have to pay tolls, then -- and I know tolls are -- it's a choice, but, come on, when I was in Houston those access roads they were crowded. I do not see how it's going to help the normal people, the common citizens that do not have all of this money to pay for the toll roads. And then I read some -- on the Internet that -- I don't know if it was Houston or somewhere	12, 5, 4, 15, 7	

Reference #	Comment	Comment Received	Response Number
Continued from 164	else that, I believe, that the toll people who owns the toll roads what -- you know, they have to collect from people who haven't paid their bill for using the toll roads. I'm assuming they have an account. And so they can't seem to collect from them. Why? People just don't have the money. And then I understand that there's a toll road in Laredo, or the Laredo area, and I think that went bankrupt because they're not using that either. So what a waste of land, our trees, the animals, just --and concrete. More concrete has been -- it was a flop. So I am against toll roads and I -- I believe that there's another way. I -- I read on the Internet that, I believe, the toll roads are going -- it's going to cost in the billions where overpasses are only going to cost, I think, \$1.7 million. A lot cheaper than a toll road. And the tolls, Texas does not get that money.		
165	Well, first off, I'm extremely ashamed of TxDOT for stealing our money, and that they should build the roads and give us what we paid for already. Absolutely no toll roads. Do not ask for another penny from us to build what was already ours, and they should do it now and stop this nonsense.	Verbally	12, 5
166	I'm an accountant in San Antonio, Texas, and I just want to say that I'm against spending more money than we have to. We had an original plan on 281 to spend all of \$50 million for three overpasses. Now, it's up to \$500 million with the toll road. I think we ought to, for environmental reasons, keep it simple with building over the Aquifer Recharge Zone. I'm all in favor of the original plan, staying with 281 as is with additional lanes and overpasses being added, and I will continue to come down here and make my point, time after time, forever.	Verbally	12, 2, 5
167	I'm -- I think they should stop spending money on studies and start fixing the road. It -- There's a sign over there that says the average speed is 40 miles an hour between rush hour during a weekday. There is no way that that is true even though it says the study was done in May 2009. I go through that traffic, from beginning to end, every day till -- it takes 12 minutes, approximately, to go four miles. We're all sitting in traffic wasting expensive gasoline, waiting for someone to fix the roads that a -- it appears has some kind of ulterior motive by stalling and not using the money that was there years ago to fix the roads, that the City gave permits to builders to build on and brought thousands of people to the area. That hasn't stopped. And they need to think up some ideas for the future how to raise money by possibly charging builders a fee -- an extra fee for their permits to fund future road improvements in the area. But another three years to wait for another study to improve the road is unreasonable to the thousands of people that sit in traffic for 12 minutes each direction and have to change their lives to avoid traffic. I get up every morning and I make sure I'm going through that area before 6:30. I leave my house at a quarter of 5:00 in the morn-- quarter of 6:00 in the morning to make sure I don't hit traffic on 281. If I had a child I couldn't do that and could, possibly, spend a good hour and a half trying to get 40 miles because I had to go through that traffic. That's all. I just think we need improvements and we need them now, and toll roads should not be an option considering we've already paid for the overpasses. And the economy is not -- not good and I -- we're not getting raises, we can't afford to take more money out of our pockets to pay for a road.	Verbally	1, 21, 12, 2, 16
168	All I want to tell you is that I do not want the SuperStreet. I think it's going to inconvenience a lot of the people on the side streets just to let the people going up 281 get home faster.	Verbally	4

Reference #	Comment	Comment Received	Response Number
169	Overpasses are the only option for all who live next to 281. Traffic would not be any greater then than it is now south of 1604. Why waste our tax dollars on toll roads when the overpasses promised to us would be so much cheaper? Governor Perry is looking at 281 as a "cash cow," and San Antonio's RMA is doing the milking.	Verbally	2, 12
170	I want it noted that I am not for the toll roads at all. I don't feel that we should have to pay to drive on a road when everyone else in San Antonio and surrounding areas don't pay to drive on a road. I don't feel like we should be penalized for that. I don't understand what is truly holding this up. We come to these meetings, we get promises, nothing's happened. I've lived in Bulverde for ten years and driven all the way downtown to San Antonio for ten years, nothing happens to 281. 410 gets fixed. IH-10 gets fixed. 1604 gets fixed. You know, why --why can they not do the improvements? I -- you know, these environmental studies, I believe, are just a cover up. I believe that the money issue, it's there. They just for some -- I don't know what the reasons are, and I would like to know why will they not get the roads done. That is my question. I'm just a working mother that spends about four hours on the road between the morning and night commute that I could be at home with my family. And, you know, that's valuable time they take away from me, and so I just would like to know why.	Verbally	12, 1, 22, 16
171	I want them to know that I absolutely am opposed to toll roads. I don't want toll roads. I would like them to put overpasses so that I could just (descriptive sound) drive from work to home, home to work and be done like a regular highway. That's it. If I want to get off, I get off.	Verbally	12, 2, 5
172	I also am totally against toll roads and, I think, they should double deck 281 all the way to Comal County.	Verbally	12, 5

Reference #	Comment	Comment Received	Response Number
173	<p>What I think about this, I think it's the biggest waste of taxpayers money there is. I don't know why intelligent, you know, smart people, professional people are even going to try to put 20 lanes for 7.9 miles between 1604 and Borgfeld Road where it's going to cause a bottleneck up here and a bottleneck down here. I think it's stupid. We had a plan -- they had a plan already to put overpasses and expansions and freeways. It's going to cost people money that they don't have. It's going to -- it's going to take twice as long. Okay. The free -- the free one with the gas tax plan would be ten lanes as opposed to 16 to 20 lanes total on this toll plan. It's going to take -- it would 18 months to build where the other one is going to take 3.8 years to build and the cost today would probably be \$170 million as opposed to \$1.3 billion putting toll roads in there. I think putting toll roads in there is stupid. Why do you want to put 7.9 miles of toll roads right in the middle of there, and then -- I just don't understand it. I don't understand why we can't put a freeway, why we can't put expansions and overpasses, which would be so much easier and faster and cost less money. This is going to cost us so much money to do this. Y'all have these meetings trying to convince us that we want toll roads when we've told you over and over again. At all of these public meetings, everybody says we don't need them. The RMA, as far as I'm concerned, is nothing more than an extension of TxDOT and TxDOT is completely corrupt. They have been -- they've been caught red-handed cheating -- or cheating everything, okay? They've been caught stealing from the taxpayers. But I -- I think this is ridiculous. I really do. That's my opinion and I'm sticking to it. There. I have been told somehow -- somehow they're going to be able to do an -- an environmental study for 16 -- the Loop 1604/281 interchange only on the -- on the south side, and there's no reason -- if they can do that on that for -- you know, as fast as they can, there's no reason why we can't do an ES study on the other side rather than the -- than the EIS study. The EIS study is going to be more expensive, it's going to take longer. We can do the same thing and build the -- build the overpasses and we could also build the -- you know, the expansions on the road. And -- and if they can do it for the interchange, they can do it for this north of -- of 1604, unless they're -- unless they're trying to push toll roads down our throat. The only reason they have to do the EIS study is because they want us to accept them toll roads and we don't want toll roads. Nobody that lives out there wants toll roads. It's too expensive. We can't afford to go back and forth to town.</p>	Verbally	12, 22, 5, 11, 14, 1, 16, 28
174	<p>I am vehemently opposed to toll roads. I do not want 281 or 1604 or any portion of them turned into toll roads. I want the money that was originally allotted to make the overpasses happen used. I want that money used. There should never ever be any toll roads in San Antonio. I don't want any toll roads because I fear foreign ownership. I fear anyone owning them. There is money already allotted for the improvements. There should never be any toll roads in San Antonio. If there are toll roads implemented, it will be a major factor in me and my family deciding to move from the San Antonio metropolitan area. Okay. And you can put my phone number in there. It's (210) 838-7549. Okay. And I want them to know that I'm here because I support TURF, the organization TURF, T-U-R-F, okay? And I'm against CDMAs. I am against toll roads anywhere really in the State of Texas. They're public roads. They should be free. The money for the maintenance is there.</p>	Verbally	12, 15

Reference #	Comment	Comment Received	Response Number
175	The alternatives that are recommended for 281 (ex. SuperStreets, etcetera) are ridiculous. Why do we need an EIS to synchronize lights? Seems like that would be something that's done as part of business as usual. If it's a jurisdiction problem, why can't the entities work together to resolve it? Wouldn't both areas improve with better traffic flow? As for SuperStreets, what a ridiculous idea! Turn right to turn right? I vote to use the money that's already been approved for overpasses on 281. It would be done in 18 months, cost us \$170 million. I don't want to waste anymore of my money for alternative plans or organizations like the RMA to create roadblocks for something I've already paid for.	Verbally	4, 18, 1, 12
176	I wanted to say that I think that SuperStreet needs to be built as soon as possible to -- but I think that's a Band-Aid. You know, we do need a long-term solution and, I believe, that extending 281 into an interstate, an expressway, a highway would be the way to go, and extend it all the way north for all of the construction and the planned construction going north. I also think that we need to look at the light -- the mass transit -- the mass transit opportunities, but that's only going to work if there is a really good mass transit net in the greater downtown area. Because not everybody works right downtown and so you have to be able to get, you know, into the greater downtown area with mass transit for mass transit to work. In terms of -- I also want to make a comment about paying for this. I think that the City of San Antonio, actually the -- probably, the County of San Antonio -- I mean, the county -- Bexar County should have a gasoline tax on all of the -- you know, all of the gasoline sold in Bexar County so that that way people will pay, you know, for their use of the road when they use the road. And those people that are driving a lot -- like I drive from Encino Park down to the south side every day to go to work, that the people that drive a lot will pay a greater portion of the construction and upkeep for all of the roads, and the people that are not driving very much it's -- you know, which will be a benefit especially to the elderly, you know, that the people that don't drive a lot pay less toward the upkeep and construction of roads. I think gasoline tax is the best way and the most equitable way to pay for the roads. I think the concept of making 281 a toll road so that the people that are using 281 or that portion of 281 would be, you know, paying for that part of the road is not an equitable way. Because we've been building, like, overpasses in Leon Springs where traffic was not bad, but we -- we spend a lot of money building that road there and there's no toll road there. And why single out 281 for a toll road when we're building a lot of new roads in other parts of San Antonio that are also experiencing a lot of construction and growth, like the Sea World, you know, 151/1604 area and a lot of areas. So a gasoline tax to me is the most equitable way to have the people that are using the roads paying for the roads.	Verbally	4, 22, 5, 12
177	I just want to say that I am against any toll roads on 281. I think the Regional Mobility Authority should build the originally planned overpasses and expanded highway. But I'm a little suspicious of the RMA because, as I understand it, all of their funding comes from loans; mostly, from TxDOT but also from the City and County. As far as I know the only way they can pay back the loans is to build toll roads, because I don't think they're going to have bake sales. So I think their decisions are going to be influenced by the sources of their financing.	Verbally	12, 11
178	A non-tolled highway with overpasses is the most expedient and preferred route -- way to go.	Verbally	12, 5

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179	I am here to testify that on the expansion of 281 that should be a non-tolled freeway. The tolling of that freeway would be tremendously detrimental to the lower income group. They wouldn't be able to afford the tolls even though their taxes would pay for the building of the road. So we want to stick with the non-tolled expansion of 281 with overpasses.	Verbally	12, 7, 5
180	Where do I start? This whole EIS process that this RMA has proposed doing right now is absolutely unnecessary. If you'll look at the NEPA requirements, they allow for scaling back of a project, and the scale backed project would be the original 281 overpass highway plan that included, what, six, ten -- ten total lanes whereas their proposed toll road plan covered anywhere between 16 and 20 lanes. TxDOT corrupted the original study that included the toll road plan. And that's why the lawsuit blocked them because they, in fact, corrupted it. They did some illegal things, it was fraudulent and, therefore, the clearance was pulled. So now they have to go through the full EIS process, if, in fact, they're going to move forward with the toll road. They could fall back according to the Federal Highway Administration and, also, the EPA they can fall back to something less of a requirement if they went -- if they scale that version back to the original proposal of just the ten lanes and the highway version. That means that we could get started very quickly. We wouldn't have to wait three years to have a process or to go through a three-year process, and then start construction of the highway. Right. We could -- we could start the construction in about a year so we could scale that back considerably. Plus, the construction time would be much less on the original plan. Now, this process that they're going through here today is -- is a sham as far as I'm concerned. They've got PR firms. They're using my money, public money, taxpayer money to fund efforts to try to convince people of what they want to do, and that's -- its a mockery.	Verbally	12, 1, 25, 10
181	I live along the U.S. 281 corridor and I've been following the process of trying to get the project built and I've seen nothing but delays after delay while traffic congestion has increased. The quality of my life and that of my family has been reduced by sitting in traffic. Congestion is just worse every time and it's unavoidable that we have to do something to improve traffic along the U.S. 281 corridor. As a homeowner who lives and uses this corridor every single day I can't encourage the RMA enough. Please hurry up and build this freeway. We need it desperately. I know there are a lot of environmentalists that don't agree with me. I wonder how many of those environmentalists travel up and down this corridor every day. It is very important that we -- that we improve the quality of life of our citizens and this is just ready to happen. It just has to happen. And that's it. Please, build it.	Verbally	3

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182	I'm involved in this principally because I'm concerned about the environmental impacts of the project, and I'm concerned that the information available here doesn't really explain clearly enough what the impact of the -- of the 281 and 1604 projects would be taken together. I'd like to see more, like, maps that will lay out both projects so that people can see the scope of what's, you know, going to happen. At some point we're -- we're going to be asked to consider the 1604 project together with the 281 and, I think, the sooner we do the -- see that, what that looks like, the better. I'm also concerned that the -- none of the maps -- there's no information about where the recharge and contributing zones are of the Edwards Aquifer relative to the 281/1604 projects. There was lots of information about endangered species and where they're likely to be, but, for me, what I'm -- you know, one of my concerns is the impact on water quality, potential impact on water quality in the Edwards Aquifer, and there's really nothing -- there's nothing I saw here today that even mentioned that. So that's a concern.	Verbally	Specific Response See Section 5.2
183	I believe this EIS process for the two -- for 281 North as a toll road is unneeded. We've gone through this process one -- once before with public comment and testimonials and so and so forth, and ninety percent of the testimonials were to install the original gas tax-funded plan. I feel as if that this --this EIS public meeting is unwarranted and a waste of money. I am against any toll roads in Bexar County. I am against public/private partnerships. I am against comprehensive developments. I am against funding toll roads with gas tax dollars. I believe that the RMA should be disbanded.	Verbally	1, 12
184	We would like to see TxDOT construct the overpasses on 281 and let the present roads be improved to handle the traffic better. TxDOT had the money in 2002, and promised to build the overpass at Borgfeld Road and it is still not built. We need to keep wrecks down on 281.	Verbally	2, 12, 5, 22
185	We want you to build 3 (three) lanes northbound and three lanes southbound with overpasses at Borgfeld, Evans Road, El Encino, and Stone Oak on U.S. 281. There was money for this in 2002, and it should have been done then. There have been too many lives lost and too many injured because of no construction of the above-mentioned freeway and overpasses. Let's do the three lanes north and three lanes south with overpasses now!	Verbally	12, 5, 22
186	One of the things that I've noticed -- We've come from California and from Colorado. One of the things we noticed in those states was that there was more requirement if a developer was going to build a new subdivision that they had to plan so much green space, they had to plan for schools, they had to plan for access roads, and they even had to pay for improvement of the access road on the side next to their division -- their development. What we've noticed down here is, the City and the County seem to give permit to go ahead and build, and then once the subdivisions are built, low and behold, oh, we need roads. Oh, we need water. Oh, we need utilities. Oh, there are no schools there. And so now the schools -- the school boards have to go and pay inflated prices for the property in order to build a school to service the people in that subdivision. It seems like they need to have more advanced planning. If that's all done up front, then the school boards would have the property available at the initial cost and not have to pay it after everything's developed there. And with the access roads, those would all be planned in so we wouldn't have a nightmare like we have on 281. Because it seems like it's a crying shame to have allowed all of that development and	Verbally	12, 2, 5

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Continued from 186	<p>then all of it's dumped out onto 281. There really aren't any alternatives. And so, now, that's -- I think they need to do more advanced planning and restrictions of building until it fits into their plans for how are they going to service it access wise, utility wise. Because we've had cases where subdivisions are built and Bexar Met and some of the water boards can't even give them water. That Tim -- I think it's Timberwood Park out there, for a long time they'd turn on their faucets and the water would dribble out of it. They didn't have water. Bexar Met couldn't supply it. Well, then, they shouldn't have built the houses out there if they couldn't provide them with the water. So that needs to be done up front. And, I think, the City and the County need a master plan for, okay, development's going this way. We need to start now planning on all of the access, the utilities and everything like that. If we can't get it done and get it funded within a reasonable time, then hold off on development until such time as we can do that rather than after the fact like we had like 281. Getting back to the current situation.</p> <p>We've seen this in Denver where they'll have park and rides and so people that live way out can go to a park and ride and then ride downtown. It seems like if they had some park and rides north of 1604, those people could be encouraged to ride either light rail or those buses, or some type of a rapid transit or mass transit right to downtown. And then if they did a study and find out, okay, where are the -- the job sites downtown, plan a shuttle route so you could get the people from the terminal over to wherever they work. Now, in Colorado, what they've done is, to encourage people to ride, it's free parking at those park and rides. And they've even built multiple-story parking garages where they could park in the suburbs so then they can ride downtown. You're almost crazy to drive down -- to downtown Denver when you can ride the light rail or ride the mass transit. And so those things have worked. And I think they -- that might help with their short-term solution here.</p> <p>But there hasn't been an alternative for the people that live out north on 281. We know some people that used to live out there, had some beautiful homes, but they've sold them and moved inside 1604 because it took them too long to get to work and they were tired of putting up with the traffic. So those are things that should be planned out ahead of time, and then -- and I know we've tried mass transit on the ballot initiatives in the past, over the last twenty years that we've been here, and it gets defeated. But I think they need to concentrate on -- for example, if they had mass transit on 281, 35, I-10 going downtown, Bandera Road, it could real -- and encouragement for people to ride the mass transit, it could solve a lot of their problems in the short term. And then with advanced planning it could improve a lot of their problems -- avoid problems in the future. But I'm with the Alamo Colleges and I work with the school board members, and I've seen school boards where they have to pay inflated prices and so then they have to pass large bond issues to build schools in these new areas just to buy the land. And then it's not always choice land. It's land that it's very expensive to build on. So that needs to be done up front. If you're going to build so many homes, what's it call for, for schools, where's some buildable land that would be reasonable for the school systems, the school boards to -- to build the new schools on that would be accessible to people in those areas. So the main thing is advanced planning. If you look inside 1604 on 281 there doesn't seem to be a traffic problem. The traffic problem starts when the traffic starts getting outside 1604 or if they're going to try to go onto 1604, and it's mainly because of those traffic lights. The main difference, and this is what I put down in there, is, inside</p>		

Reference #	Comment	Comment Received	Response Number
Continued from 186	1604, 281 has overpasses. As soon as you get outside of 1604, you have traffic lights. Why not do the same thing out there that they've done inside 1604 and you wouldn't have to have anymore lanes of traffic than you currently have inside 1604? It seems that would be a lot faster even than trying to build some enormous ten-lane or twelve-lane highways out there. Build the six lanes with overpasses and then the traffic like the Evans Road, Marshall Road, Borgfeld, they'd just go right under it, turn, and merge with traffic and away they go. But those traffic lights out there are terrible. That's the main cause of all of the traffic jams, which result in pollution, extended trips going to work, accidents, stalling. (Transcribed from Comment Card) One, there is no doubt about the need for 281 improvements. Two, there is no problem on 281 North until you get to 1604. The main difference is that 281 south of 1604 has overpasses at the major intersections. Why not do the same above 1604? This would not require anymore lanes than on the rest of 281.		Comment Noted and Considered
187	He said it all.	Verbally	Comment Noted and Considered
188	I'm in favor of doing the original gas-taxed non-tolled plan. It can be started and finished sooner and cost much less. It's a smaller footprint, less invasive to the environment, ten lanes versus 20 lanes. And I'm against the CDAs, and private partnerships, and I'm against tolling existing Right of Way that we have already paid for.	Verbally	12, 19
189	Oh, I'd just like to say that our 281, they need overpasses is what they need. They don't need increased size or a new road or a toll road. They need to eliminate the "Stop" signs -- "Stop" lights and keep traffic flowing. It -- they don't need it in -- This deal that they have with this turnaround thing, I don't see where that's going to work at all. Because if you don't have overpasses you still have to stop, and then traffic has a memory and it's --you haven't gained anything. Instead of stopping five times, you stop two times and it -- the traffic still stops. It's just a waste of money in my opinion. I'm just definitely against toll roads. I don't think they should have them. It's not right. It's definitely not right to charge the people, and then use that money on another part of the City as just a revenue gain. That's -- that's just not right. I think it would -- it would hurt land values out that way and it would affect people that own property there. I mean, I think that -- and businesses. I think Ancira Winton is a -- is a good example of that with their -- with their Chrysler dealership. He got wind of that and he closed it down and he moved his Chrysler dealership somewhere else. Because if I was a car dealer, I know that if I'm going to buy a car I'm not going to go on a damned toll road to buy it.	Verbally	2, 4, 12, 6
190	My impression is, this should have been done 25 years ago. I mean, the horse is out of the barn. Everything's done. That is all of the territory along the highway corridor there is consumed or spoken for in one way or another. So whatever they do now is really an afterthought having to deal with God knows how many different entities and --and other, you know, stakeholders.	Verbally	Comment Noted and Considered
191	The whole reason we have this process, this -- tonight's open house is because you want to find out what the public thinks about the -- how the environment will be impacted by this proposed highway project here.	Verbally	1, 22, 5, 12

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Continued from 191	<p>Okay. Well, we -- where should I begin? You -- you had a -- you had a large series of displays to try and orient the public about why this -- their comments were requested, but only in a -- and the public received several packets and information sheets here, but only by -- and let me just underline it here -- Okay. But only if a person -- there's one, two, three, four, five, six, seven, eight, nine, ten -- only if a person read through the entire 20-page information sheet about the coordination plan (the draft coordination plan here) and looked -- searched for something that was buried in just one sentence on Page 3, the -- and quote, "In October 2008, FHWA decided to withdraw the FONSI following TxDOT's announcement regarding irregularities in the procurement of the scientific services contract calling into question components of the environmental document." Only there does a person, with knowledge received earlier from the media, would they realize that this whole process is being forced by the agencies because the feds told them to do so. Okay. And so I, as a citizen, wonder if -- if we -- if the agencies that were required to submit a true environmental impact study -- since those agencies are being allowed to do the same thing all over again, how can -- here's the money -- here's the money statement -- quote, "How can we trust anybody on this?" "How can we trust anybody?" It's a big question of trust. Very fancy displays, but I've seen this -- this show before here. That plus other obvious -- little obfuscations in this 20-page document -- only once -- one sentence on Page 1 does it show that the -- the whole thing is planned as a six-lane tolled facility. That is the only place in 20 pages where the public has -- gets the realization that the whole thing is a toll road that they're planning on building. Yeah. A toll road. And that would -- and that the -- and only if a person, like myself, who's been involved in the --in this issue for several years would know that the --the current lanes are going to be torn up, rebuilt as access roads along the -- the toll roads and with --with -- complete with "Stop" lights and other obstacles to fast travel -- best way I can describe it -- thereby making us (the public) demand toll roads against our will. That's how I see it. I see other things. Little things like euphemistic titles like Transportation System Management, TSM, slash, Transportation Demand Management. I know that that means, just possibly, that private companies are going to manage this stuff. I find this very disturbing, this whole set-up. And then also the -- the fact that the whole thing is for -- to ask us what our opinion is on the environmental impact. Well, it's okay to have a few stations leading up to it, but you had six stations. The only -- only when you get to the fifth one do you get -- get to see the issues dealing with the environment. Other stations, I thought, were needless dealing with what you thought -- what I (the public) thought was good alternative modes of transportation along 281. I -- I thought that was -- questions like that are -- should be reserved for other kinds of forums and hearings. So once -- once again, that -- that tells me that we (the public) are just being essentially bamboozled, B-A-M-B-O-O-Z-L-E-D. You can quote me on that. So, I guess, my final statement comes in the form of a question. How can we trust these transportation agencies in view of all of these major defects that I have mentioned here? That's what I have to say for -- for the record anyway. (Transcribed from Comment Card) The main reason for this meeting was to learn what the citizens think of the impact upon the environment. I can't believe the aquifer would not be affected by this massive toll road construction: This is our "drinking water" under there! And what was not told to us was the fact that overpasses instead would not affect the environment as badly; an initiative originally presented!</p>		

Reference #	Comment	Comment Received	Response Number
192	<p>We NEED HELP! As my former Sunday School Teacher at Trinity surely you see that we need a quick solution and that the voters DO NOT want Tollways! PLEASE HELP US GET TO WORK ON 281 North WITH OVERPASSES or the Right Turn ONLY! The right turn plan looked good that Councilman Row presented to us---where is it? SW Military is timed and if I make one light I make them all...WHY can't 281 North be timed correctly! Makes me wonder if TxDOT does not want them timed correctly so the Governor can get his tollway! This Governor will be defeated on this issue for sure!</p> <p>PLEASE, OH PLEASE INCLUDE 281 NORTH TO BE FIXED WITH OVERPASSES AS ORIGINALLY PLANNED AND BUDGETED FOR. I strongly request you to intervene on behalf of area residents by calling for reinstatement of funding for the original Transportation Improvement Program, which included plans to construct overpasses at Borgfeld, Evans and Stone Oak Parkway. I also ask that TxDOT build an overpass at 281 and Encino Rio to provide for the safe egress of thousands of residents. If you direct TxDOT to use discretionary dollars to reinstate funding for overpass construction, we can finally get this project underway and provide relief to users of US Hwy 281. We then can get to work on time and home safely.</p>	Fax	20, 4, 18, 12, 5
193	<p>I am aware of the Community pressure you, and others, are confronted with while striving to relieve the traffic congestion on 281 North of 1604. I agree doing just that is a worthwhile undertaking, but in your efforts to relieve the 281 problem North of 1604, you could easily transfer the existing problem to the downtown portion of 281. I feel certain you, Alamo RMA and the Texas Highway Department are aware of the existing general slowing, and thus, congestion of early morning 281 South bound traffic South of Hildebrand. Quite frequently, that slowing begins as far North as the Airport entrance. I strongly urge you, ARMA and the Texas Highway Department to make certain your combined efforts don't relieve one undesirable situation only to create another situation worse than the one you eliminate. I also urge the Texas Highway Department to forget making planned changes to 281 beautiful/pleasing to the eye. Make those changes safe and long lasting? Certainly! Maybe the Highway Department could use the funds thus saved to improve Texas Highways in Bexar and surrounding Counties. Anyway, who has time to look at a beautiful highway while driving safely on any highway at 65 mph or, very often, even faster?</p>	Mail	22, 5, 17

Reference #	Comment	Comment Received	Response Number
194	<p>The current traffic conditions on Rte. 281 North between Rte. 1604 and the Comal County line are contributing to the air pollution in the San Antonio Region. Creating a toll road will continue to create air pollution because people will need to stop and idle to pay a toll. Although some people may buy electronic transmitter tags to drive through the toll without stopping; not everyone will purchase one of these tags and will be required to stop and idle to pay the toll. The current conditions and toll road conditions cause people to sit in idling vehicles. Idling vehicles waste money and natural resources. There are currently traffic lights at the intersection of Encino Rio/Rte. 281, Evans Rd./Rte. 281, Stone Oak Pkwy. (TCP)/Rte.281, Marshall Rd./Rte 281, Overlook Pkwy./Rte. 281, Bulverde Rd./281, and Borgfeld Rd./Rte. 281. These 7 traffic lights on Rte. 281 cause people to stop when the lights turn red. Traffic backs-up because of all of the people stopping for these lights, causing thousands of cars to sit and idle waiting for the lights to turn green again. Years ago traffic designers developed interchanges that do not require traffic lights. A good example of one of these interchanges can be observed at the intersection of Rte, 281 and I-410. Expect for the South Rte. 281 to West I-410 this interchange works effectively (this could have been designed better, but I will not digress). Interchanges designed similarly to the Rte. 281/I-410 interchange could be designed and constructed to replace the current 7 stop lights. An alternative to creating an interchange at all 7 intersections would be to allow only right hand turns from a street. For example at Borgfeld Rd. cars would only be able to turn right onto Rte. 281 using a shoulder runaway. The light at Borgfeld would be removed. If someone needed to turn onto Borgfeld from Rt. 281 they would need to use one of the other intersections. These interchanges could be paid for by charging the home builders and commercial builders. The home builders could be charged for each lot that they want to build on. Businesses could be charged for each new building that they want to establish. An additional sales tax in the area could be added to supplement the builder's charges. This money should be designed for the roads only and not be allowed to be used for other purposes. Creating toll roads will only add to the existing problem. If interchanges without stop lights are not built soon air pollution in the area is going to increase.</p>	Mail	20, 8, 22, 5, 12

5.0 OFFICIAL RESPONSE TO COMMENTS

5.1. General Comments and Responses

General Comment 1. We have been waiting for congestion relief for years. Why are we still conducting environmental studies along the US 281 corridor? Why do we need an Environmental Impact Statement?

General Response 1: In recent history, numerous transportation improvements have been completed and proposed along US 281 within the project corridor. These projects have been evaluated under the National Environmental Policy Act through a series of Categorical Exclusions and Environmental Assessments. The environmental documentation history related to these improvements is summarized in the table below.

Table 7. History of US 281 Environmental Documentation

Highway	Limits	Document Type and Approval*	Approving Authority	Approval Date
US 281	Bitters Road to 2.5 miles north of Loop 1604 (Evans Road)	EA – FONSI	FHWA	August 8, 1984
US 281	Sonterra Blvd. (0.4 mile north of Loop 1604) to 2.5 miles north of Loop 1604 (Evans Road)	EA Reevaluation – FONSI	FHWA	December 11, 2000
US 281	At Stone Oak Parkway	CE	FHWA	June 2, 2002
US 281	At Borgfeld Road	CE	FHWA	September 5, 2002
US 281	At Loop 1604 Interchange	CE	FHWA	March 31, 2005
US 281	Loop 1604 to Marshall Road	EA Reevaluation – FONSI	FHWA	May 24, 2005 (Approval Withdrawn)
US 281	Evans Road to Borgfeld Road	EA – FONSI	FHWA	November 8, 2005 (Approval Withdrawn)
US 281	Loop 1604 to Borgfeld Road	EA – FONSI	FHWA	August 14, 2007 (Approval Withdrawn)
US 281	At Encino Rio Road, Evans Road, Stone Oak Parkway and Marshall Road (“Super Street Project”)	CE	FHWA	September 29, 2009
US 281	At Loop 1604 Interchange	CE	FHWA	In Process

*EA – Environmental Assessment, FONSI – Finding of No Significant Impact, CE – Categorical Exclusion

The US 281 (Loop 1604 to Marshall Road) project was let to construction in September 2005. However, a motion for preliminary injunction was filed by Aquifer Guardians in Urban Areas, and People for Efficient Transportation, Inc. (collectively “AGUA”) on December 21, 2005 seeking to bar further land clearing and construction on the expansion of US 281 north of Loop 1604 because of inadequate consideration of environmental issues. TxDOT prepared and submitted a letter to FHWA on January 10, 2006 requesting assistance in shaping an appropriate course of action in light of the review of the environmental studies on US 281 projects in northern Bexar County. FHWA reviewed TxDOT’s request and concurred that, under 23 CFR § 771.115, TxDOT could proceed with the preparation of a new Environmental Assessment and further concurred with TxDOT’s recommendation that a single Environmental Assessment be completed to address the environmental elements and factors for the project in the US 281 corridor from approximately Loop 1604 to Borgfeld Road. With FHWA’s concurrence in the initiation of a new environmental document and recognition of issues raised by the public, FHWA withdrew prior environmental clearances on both 2005 US 281 Environmental Assessments, identified in the table above, resulting in the cancellation of construction activities along US 281 from Loop 1604 to Marshall Road. FHWA then directed TxDOT to prepare one comprehensive Environmental Assessment for the US 281 project area from Loop 1604 to Borgfeld Road within Bexar County.

The most recent Environmental Assessment project concluded with FHWA’s issuance of a Finding of No Significant Impact or environmental clearance to proceed in August, 2007. A Complaint for Declaratory and Injunctive Relief was filed in February 2008 by Aquifer Guardians in Urban Areas (AGUA), and Texans Uniting for Reform and Freedom (TURF) in US District Court for the Western District of Texas,

San Antonio Division, against FHWA, TxDOT and the Alamo RMA. In October 2008, FHWA decided to withdraw the environmental clearance following TxDOT's announcement regarding irregularities in the procurement of a scientific services contract and calling into question components of the environmental document. FHWA called for the preparation of an Environmental Impact Statement for US 281 from Loop 1604 to Borgfeld Road, and assigned the responsibility of preparing the Environmental Impact Statement to the Alamo RMA. An Environmental Impact Statement is required in order to maintain federal funding eligibility for US 281 transportation improvements, including any transit improvements that would be federally funded. In a November 10, 2008 letter from the FHWA Division Administrator to the TxDOT Executive Director, FHWA wrote that "the Federal Highway Administration will require that an Environmental Impact Statement is required for any future federal transportation project in the US 281 Corridor."

General Comment 2: Why can't we just build the original overpass/ expansion plan?

General Response 2: Without environmental clearance in place, we can not add new capacity (using federal funds) to US 281. The Alamo RMA's US 281 Environmental Impact Statement will help regain environmental clearance for new capacity to be added to US 281, if the Environmental Impact Statement ultimately recommends a build alternative. This action could allow for overpasses and new lanes to be built - or any other option for new capacity.

Overpasses with entrance/exit ramps and frontage roads will be considered as an alternative within the Environmental Impact Statement process.

General Comment 3: When will we see long-term congestion relief in the corridor?

General Response 3: The Environmental Impact Statement process will take approximately three years to complete. Here are some of the project milestones in the process with approximate dates:

- August 2009 – Public Scoping Meeting - Project Need and Purpose
- November 2009 – Public Scoping Meeting – Preliminary Alternatives and Screening Methods
- February 2010 – Public Meeting – Recommended Reasonable Alternatives
- April 2011 – Public Hearing – Draft Environmental Impact Statement
- August 2011 – Public Meeting – Identification of the Preferred Alternative
- February 2012 - FHWA Issues Record of Decision (ROD)

If a build alternative is identified as the selected alternative and the ROD has been issued, the design and construction along the corridor would take approximately three to four years with an estimated completion date of sometime in 2015-2016.

General Comment 4: Questions, Comments, or Concerns regarding the Super Street project

General Response 4: FHWA has approved the environmental document (a Categorical Exclusion) for proposed operational and safety improvements on US 281 at Encino Rio Road, Evans Road, Stone Oak Parkway and Marshall Road, commonly referred to as the "Super Street Project." The project would temporarily improve traffic flow and increase safety for US 281 commuters between Encino Rio Road and Marshall Road. The project covers approximately 3.1 miles. The Super Street project is estimated to cost \$7.78 million funded through a combination of sources including The American Recovery and Reinvestment Act, the Advanced Transportation District, and the City of San Antonio – District 9. The Super Street project is a separate project from the US 281 Environmental Impact Statement; please direct questions and comments regarding the Super Street project to www.411on281.com under 281 North Corridor Today and US 281 Superstreet.

General Comment 5: What is an Environmental Impact Statement? What alternatives will be studied within the US 281 corridor? What areas of the human and natural environment will be addressed in the Environmental Impact Statement? Where are we at in the Environmental Impact Statement process?

General Response 5: An Environmental Impact Statement provides a decision-making process that encourages and supports public involvement in the determination of the project's need and purpose, alternatives; potential social, economic and environmental impacts; and mitigation measures. A key step in the Environmental Impact Statement process is to identify reasonable alternatives through an alternatives development and screening process.

According to the Council on Environmental Quality's 1983 guidance "reasonable alternatives include those that are practical or feasible from a technical and economic standpoint" and "use common sense." When a large number of alternatives may exist, "only a reasonable number...covering the full spectrum of alternatives, must be analyzed and compared in the Environmental Impact Statement" (Federal Register 46, 18026 [1981]). All reasonable alternatives must meet the project's need and purpose, except the no build alternative that must be carried forward to provide a baseline to compare against all build alternatives.

The No Build Alternative would include the US 281 Super Street improvements, the upgrade to the Loop 1604/US 281 Interchange, all planned short and long-range regional transportation improvements (except the US 281 corridor north of Loop 1604) and short-term minor maintenance and safety improvements that maintain the continued operation of existing US 281 north of Loop 1604.

Previous proposals for the US 281 corridor, such as overpasses with short frontage roads and an expressway facility, will be incorporated into the considerations, development, and study of alternatives for the Environmental Impact Statement. The Public Scoping Meeting on August 27, 2009 presented several transportation options including: bike and pedestrian facilities, expanded bus service, new park and ride lots with transit service, improvements to existing streets and traffic signals on US 281 and adjacent roadways, new carpool and bus lanes, high-capacity transit, expressway lanes with overpasses and frontage roads and no action (which would be no improvements beyond the Super Street Project).

Here is a description of some of the alternatives which could be considered:

Transit – This option could include heavy rail, commuter rail, monorail, street cars, light rail, personal rapid transit, fixed route bus, express bus, and bus rapid transit.

New Parallel Corridors – New corridor to parallel to US 281 between Bulverde Road and Blanco Road.

Expand Parallel Corridors – Improvements to the arterial street network beyond those improvements as planned in the Metropolitan Transportation Plan and the Transportation Improvement Program could occur under this alternative, such as expansions to Blanco Road and/or Bulverde Road. This would divert traffic from US 281 to parallel corridors.

Add lanes to existing US 281 – additional lanes on existing US 281 and no grade-separations or control of access

Grade-Separated Intersections (Overpass Expansion Plan) – grade separation at major intersections; access to adjacent land via short frontages and driveways; does not include continuous frontages

Upgrade existing US 281 to an expressway – convert US 281 to completely grade separated expressway with continuous frontage roads; access to adjacent land uses would be provided through continuous frontage roads; this option could be constructed with at grade, elevated, and/or depressed roadway sections

High-Occupancy Vehicle/High Occupancy Tolled (HOV/HOT) lanes – add additional HOV/HOT lanes to existing US 281; increase vehicle occupancy rates; this option could be reversible by direction

Growth Management - Focus growth within the urban core and encourage more efficient land use to reduce the travel time required for everyday trips.

Bike and Pedestrian Facilities – This option would include bike lanes and/or sidewalks within the corridor.

Transportation System Management (TSM) – strategies generally refer to the use of easily implemented, low capital cost transportation improvements to increase the efficiency of transportation facilities. Examples of TSM include access management, improved intersection and signal operation, and ridesharing.

Transportation Demand Management (TDM) –generally refers to policies, programs, and actions that are directed towards decreasing single occupant vehicle travel. Examples of TDM include mandatory alternative work schedules and parking management.

The alternative development and screening process will consider stand-alone options along with combinations of two or more of these options.

The areas of the natural environment and human environment which will be addressed within the Environmental Impact Statement include, but are not limited to land use, farmland, socioeconomic resources, air quality, traffic noise, surface and ground water, vegetation, wildlife, threatened and endangered species, floodplains, cultural resources, hazardous materials and visual and aesthetic qualities.

We are currently in the scoping process. The overall goal of this early stage in the process is to define the scope of issues to be addressed in depth in the analyses that will be included in the Environmental Impact Statement. The focus of the Public Scoping Meeting on August 27, 2009 was to solicit comments from the public on the purpose and need for the project. A second Public Scoping Meeting will focus on preliminary alternatives and the alternatives development and screening process.

General Comment 6: How will the Environmental Impact Statement address potential project impacts to property values?

General Response 6: The project's effect on property values will be addressed in the Environmental Impact Statement as part of the social and economic impact assessment. However, it is extremely difficult to accurately predict the effects of a highway project on property values. It is very easy to make unsubstantiated guesses, estimates, claims, and predictions, but as the preparers and authors of the Environmental Impact Statement, we must be able to defend all conclusions. Therefore, if defendable conclusions regarding property values cannot be substantiated, the Environmental Impact Statement will have to disclose that. The project's effect on businesses will also be addressed similarly.

General Comment 7: Will the Environmental Impact Statement addresses potential impacts of tolling to low income and minority populations?

General Response 7: The funding source or sources for the US 281 project has not been determined at this time. However, some of the alternatives evaluated in the Environmental Impact Statement will be tolled and others will be non-tolled. The Environmental Impact Statement will address tolling effects on Environmental Justice (EJ) populations which include minority and low income populations. The Federal Highway Administration and Texas Department of Transportation Joint Guidance for Project and Network Level Environmental Justice, Regional Network Land Use, and Air Quality Analyses for Toll Roads dated April 23, 2009 and TxDOT's Guidance on the Environmental Process for Toll Roads dated July 2004 will be used to define potential impacts of tolling on low income and minority populations.

General Comment 8: Will the Environmental Impact Statement address air quality?

General Response 8: The Environmental Impact Statement will address air quality including conducting both a Traffic Air Quality Analysis and an analysis for Mobile Source Air Toxics. The Traffic Air Quality Analysis is a project level analysis that determines if a project will adversely affect local air quality such

that carbon monoxide levels would exceed the 1-hour and 8-hour standards. The Environmental Protection Agency requires a worst-case analysis to demonstrate that these standards would not be exceeded under the worst possible conditions. The Environmental Protection Agency has identified a subset of the original 188 air toxics defined in the Clean Air Act as priority Mobile Source Air Toxics. These are benzene, formaldehyde, acetaldehyde, diesel particulate, matter/diesel exhaust organic gases, acrolein, and 1,3-butadiene. A quantitative Mobile Source Air Toxics assessment which measures the level of emissions for each of these priority pollutants will be conducted for each Reasonable alternative to use as a basis of comparison.

General Comment 9: Will the Environmental Impact Statement address traffic noise? What happened to the noise barrier that was promised in the previous study?

General Response 9: A traffic noise analysis following the TxDOT Guidelines for Analysis and Abatement of Highway Traffic Noise (July 1997) will be completed along the US 281 corridor in association with the Environmental Impact Statement. This analysis will include the determination of the existing traffic noise levels, the prediction of future (in 2035) traffic noise levels and for areas where a noise impact occurs, noise abatement measures (including noise barriers) will be considered. This analysis will be conducted using FHWA's Traffic Noise Model.

The noise barriers proposed in the previous US 281 Environmental Assessment conducted by TxDOT, were withdrawn when FHWA decided to withdraw the environmental clearance. FHWA called for the preparation of an Environmental Impact Statement for US 281 from Loop 1604 to Borgfeld Road.

General Comment 10: Why is the Alamo RMA using an open house format to present information about the US 281 Environmental Impact Statement?

General Response 10: The intent of the meeting format is to provide a free exchange of project views and concerns. The open house format for the Public Scoping Meeting keeps everyone informed about the Environmental Impact Statement process while allowing attendees to discuss their own comments and questions with a variety of subject matter experts through engaging, two-way dialogs. Other attendees may prefer to simply view the exhibits and read the information. All attendees have the opportunity to exchange ideas and provide input on the need for, and possible alternatives to, US 281 transportation improvements. There are lots of different ways for folks to make comments, and these ways were well communicated at the meeting. The ways to make comments included (1) filling out a comment card and dropping it into the comment box or posting it on a board so others could read it; (2) giving comments verbally to a court reporter; (3) submitting comments by fax and/or email; and (4) mailing written comments to the Alamo RMA. The "come-and-go-as-you-please" format also may make it a little more convenient for some to attend.

Following the scoping meeting there will be a written summary of the proceedings, including the comments received, responses to comments, and modifications, if any, to the project resulting from comments. The written summary will be available to the public.

And just to clarify, there will be a Public Hearing as part of the US 281 Environmental Impact Statement and it will occur following the release of the Draft Environmental Impact Statement.

The open house format is widely used because it is a good method of informally interacting with interested members of the public, and is consistent with the objectives and methods of National Environmental Policy Act regarding scoping and public involvement. According to CEQ, scoping is supposed to be an "early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action" (40 CFR 1501.7). The lead agency is called upon to "invite Federal, State, and local agencies, any affected Indian tribe, the proponent of the action, and other interested persons (including those who might not be in accord with the action on environmental grounds". The Agency Scoping Meeting was held earlier in the day, and the opportunity for "other interested persons" is clearly the key objective of the evening session. Regarding public scoping for an Environmental Impact Statement, there are no specific requirements for a Public Hearing

format (other than for the Environmental Impact Statement, which comes later in the Environmental Impact Statement (process) in CEQ or FHWA regulations (e.g., T6640.8A), or the Texas Administrative Code.

Again, at this early stage of the process there is a need to make sure that everyone is heard, including those who may be reticent to speak before large audiences or whose opinions may go against the prevailing sentiment. Some comments from FHWA's Community Assessment "Quick Reference" handbook (FHWA 1996) may be useful:

"Public involvement is not intended to be a separate task in the community impact assessment process but rather fully integrated within planning and project development... The process must provide for an open exchange of information and ideas among the public, community impact analysts, and the entire project development team... Among the "keys to promote open dialogue": provide a non-threatening, open atmosphere; be responsive and honest...and be polite and treat people fairly."

In light of the specific goal of the Public Scoping Meeting, which is to get a broad spectrum of public input to the National Environmental Policy Act scoping process, the open house format has proven to be effective, and produces a useful record for the project. A formal presentation will be incorporated into the open house format for future public meetings.

General Comment 11: What is the role of the Alamo RMA? How is the Alamo RMA funded? The only way that the Alamo RMA can pay back loans is by building toll roads.

General Response 11: The Alamo RMA was established by a unanimous vote of the Bexar County Commissioners Court in December 2003 to bring needed relief to the increasing traffic congestion in Bexar County. It was created to act as the local voice for transportation in the community. It is not a local arm of TxDOT and acts independently. It is overseen by a seven-member Board of Directors, including six members who are appointed by the Commissioners Court and the Chairman, who is appointed by the Governor. Similar to San Antonio Water System and VIA Metropolitan Travel, Alamo RMA Board of Directors serve fixed terms in office, representing officials elected by the voters of each precinct in Bexar County. Since all members are appointed by elected officials, it is accountable to the voters at every level.

Currently, the Alamo RMA is funded through a loan and a grant from TxDOT and through Inter-local Agreement loans from Bexar County and the City of San Antonio.

There are several funding sources which the Alamo RMA could utilize to payback loans or future debt issuances such as local, state and federal revenue, bond revenue, toll revenue, private equity investment or other approved sources.

The Alamo RMA is currently overseeing two non-toll projects utilizing funding from the American Recovery and Reinvestment Act of 2009, and a combination of state and local funds: the US 281 Super Street and the US 281/ Loop 1604 Interchange projects.

General Comment 12: What happened to the TxDOT money that was supposed to be used for the US 281 overpass/ expansion plan? Why can't we use gas tax funding? What happened to the Texas Mobility Funds allocated to US 281? Why can't we use federal stimulus funds? How would any improvements proposed in the US 281 Environmental Impact Statement be funded? Can transportation bonds be used to fund improvements to US 281? Why can't the developers fund congestion relief along the corridor?

General Response 12: In the past, the funds which have been appropriated or identified but never appropriated for improvements along US 281 have either been insufficient to complete the project or have been withdrawn due to external circumstances. Other potential funding sources, such as federal stimulus funds, cannot be used due to the lack of environmental clearance(s) and/or other legal and regulatory constraints. The following have impacted potential funding for the development of the US 281 project:

- **Fuel Taxes.** One of the funding options proposed to expand US 281 was through gas tax funds appropriated by the federal government. However, TxDOT has not been given sufficient gas tax funds to completely fund the project. By 2001, transportation authorities had identified roughly \$43 million in gas tax funds for improvements to US 281, a fraction of the total needed to complete the original project. In recent years, the amount of available funds generated by fuel taxes deposited in the federal Highway Trust Fund (HTF) has gradually decreased. Moreover, the HTF experienced a deficit during the previous fiscal year, which was made up with using special appropriations. Finally, US 281 is forced to compete with other projects in Texas, particularly maintenance and safety projects which have greater priority compared to new construction.
- **The Texas Mobility Fund.** In December 2007, the San Antonio Bexar County Metropolitan Planning Organization (the MPO) allocated \$325 million in Texas Mobility Funds for improvements along US 281 and Loop 1604. Since that action, there have been two subsequent rescissions by the Texas Transportation Commission due to declining revenues for transportation projects at the Federal and State levels. This has reduced the Texas Mobility Fund allocations for US 281 to \$216 million. This funding is programmed over the next ten years and may not materialize, if there are additional rescissions.
- **Federal Recovery Act Funds.** Recovery Act funds or stimulus funds can only be used for “shovel ready” projects which can meet deadlines for the obligation of funds and be environmentally cleared. The US 281 project, north of Loop 1604 does not have an active environmental clearance to allow for new capacity to be added to the corridor. Based on direction from FHWA, new capacity on US 281 north of Loop 1604 will require the preparation of an Environmental Impact Statement.
- **Bonds.** At the present time, the Alamo RMA has no plans to finance US 281 improvements through voter-approved transportation bonds. Because of the potential tax impact, a bond election would be required prior to the sale of these bonds. It is also necessary to ensure that the bonds are within the state’s debt limits. It should be noted that revenue bonds backed by tolls may be issued without a bond election and do not typically count against the state’s and/or local government bond limit.
- **Developer Fees.** In Texas, impact fees can only be imposed on new developments within specifically regulated guidelines. Under state and federal law, impact fees cannot be imposed on existing developments or new developments that have already been approved. Because the area around US 281 has mostly existing developments, this largely precludes the use of development fees for dealing with current traffic problems on US 281. Although the Alamo RMA does not have legal authority to impose impact fees for roadway improvements, these fees can be assessed by the City of San Antonio provided that these funds are be used for new developments with a clearly demonstrated impact on nearby roads.

Funding and/or financing options for US 281 transportation improvements will be considered during the Environmental Impact Statement process. A funding analysis will be completed for the Draft Environmental Impact Statement that identifies potential funding sources for the construction and operation of transportation improvements. Also, all build alternatives in the Draft Environmental Impact Statement will be analyzed for both tolling and non-tolling effects. The Metropolitan Transportation Plan (MTP) – Mobility 2030, which is adopted and periodically updated and amended by the San Antonio-Bexar County Metropolitan Planning Organization, identifies improvements to the US 281 corridor between Loop 1604 and the Comal County Line as “Expand to 6 lane expressway (toll 6 new main lanes) with 4 or 6 non toll outer lanes.” Following the Public Hearing on the Draft Environmental Impact Statement and during preparation of the Final Environmental Impact Statement, funding and/or financing sources will be identified for the Preferred Alternative. The Environmental Impact Statement must be consistent with the MTP in order to advance the project to a Record of Decision (ROD) from FHWA. If the recommendation for the Selected Alternative is different from what is included in the MTP, there are two

options to ensure consistency (1) an amendment to the MTP that reflects the recommendation for the Selected Alternative or (2) the recommendation for the Selected Alternative may have to be revisited within the Environmental Impact Statement.

General Comment 13: Questions, Comments and Concerns regarding the Loop 1604 Environmental Impact Statement.

General Response 13: Loop 1604, from State Highway 151 to IH 35 N continues to see growth, development, and increased traffic congestion. The Loop 1604 Environmental Impact Statement will be the most comprehensive environmental study ever conducted on potential improvements to Loop 1604 from FM 1957 (Potranco Road) to IH 35 North. The Loop 1604 Environmental Impact Statement is an Alamo RMA led study in partnership with the Texas Department of Transportation and the Federal Highway Administration which will examine and recommend strategies for efficiently and effectively addressing mobility and safety issues within the study corridor. The corridor is approximately 32 miles in length and provides circumferential mobility in north central Bexar County.

The Loop 1604 Environmental Impact Statement is estimated to take approximately three years to complete, and will look at and consider a wide array of environmental, socio-economic, and other impacts as alternatives are considered to help address the mobility and safety issues currently and projected to be seen in this corridor. The Loop 1604 Environmental Impact Statement is a separate and independent project with logical termini; and does not depend on the results of the US 281 Environmental Impact Statement process. For additional information on the Loop 1604 Environmental Impact Statement or to submit a comment on this project, please visit www.morefor1604.com.

General Comment 14: Questions, Comments and Concerns regarding the US 281/ Loop 1604 Interchange project.

General Response 14: As part of the American Recovery and Reinvestment Act of 2009 (ARRA), also known as the Federal Stimulus program, the Alamo RMA has received \$140 Million in funding to construct four non-toll direct connectors between US 281 and Loop 1604 on the north side of San Antonio. On March 27, 2009, the Alamo RMA issued a Request for Qualifications for Design / Build teams interested in constructing the non-toll connectors. These four connectors will help provide direct access between these two roadways for approximately 50,000 vehicles a day when construction is finished. The US 281/Loop 1604 Interchange is a separate project from the US 281 Environmental Impact Statement. For additional information on this project or to submit a comment, please visit www.AlamoRMA.com.

General Comment 15: If US 281 is expanded as a tolled facility, it would be owned by a foreign and/or private company.

General Response 15: Changes in Texas law that were enacted in 2007 included specific prohibitions against the financing and construction of a toll project on US 281 North through a lease arrangement (called a concession contract, which is a type of Comprehensive Development Agreement or CDA) with a private company regardless if it is U.S. or foreign owned.

If bonds are sold to finance the construction of a tolled or non-tolled roadway, purchase of these bonds are open to many investors subject to state and federal laws that govern their issuance and purchase. While bond investors may include foreign and domestic entities, ownership of the roadway would remain with state or local government jurisdiction.

Under the current law, if a toll facility is built in Bexar County it would have to be publicly owned and revenues generated from the toll system that exceed the cost of operating and maintaining that highway would be used to fund other transportation projects in Bexar County.

General Comment 16: Why does the Environmental Impact Statement process take so long?

General Response 16: The Environmental Impact Statement environmental review is the most robust and comprehensive environmental clearance in terms of process – the process includes a high level of public involvement throughout the analysis, coordination with multiple agencies and organizations, required documentation of plans for conducting an Environmental Impact Statement, along with the detailed analysis of impacts of proposed improvement alternatives. An average Environmental Impact Statement analysis is completed in about 5 years however; the Alamo RMA has set a goal to complete the Environmental Impact Statement process in 3 years. While it may take longer, the Environmental Impact Statement environmental clearance will help ensure that all alternative options are available for the public and stakeholders to consider. And, the high level of public, agency and stakeholder participation with the Environmental Impact Statement process allows all concerns to be fully aired and considered fairly.

General Comment 17: Will the Environmental Impact Statement address the combined impact of all the projects in this area?

General Response 17: The Environmental Impact Statement will address the cumulative impacts of the US 281 project including the direct, indirect and cumulative impacts of proposed Loop 1604 improvements and other reasonably foreseeable improvements (transportation and otherwise) in the area. A cumulative impact has been defined by the President's Council on Environmental Quality's (CEQ's) Regulations for Implementing National Environmental Policy Act as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions." (40 CFR Part 1508.7)

Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. Impacts can include both direct impacts, which are caused by an action and occur at the same time and place as the action, and indirect impacts, which are also caused by the action but occur later in time or are farther removed in distance, but which are still reasonably foreseeable. Indirect impacts may include growth-inducing impacts and other effects related to induced changes in the pattern of land use, population density, or growth rate. These impacts include ecological, aesthetic, historic, cultural, economic, social, or health effects (40 CFR Part 1508.8).

General Comment 18: Why can't the timing of the traffic signals along US 281 simply be improved?

General Response 18: The number of cars driving on US 281 during rush hour or peak traffic times overwhelms the function of the traffic signals and repeated efforts to re-time or re-synchronize the signals have not been able to appreciably improve travel speeds or reduce delays. However, one of the benefits of the Alamo RMA's proposed US 281 Super Street project is that it will improve traffic flow by reducing travel times during peak periods between Loop 1604 and Marshall Road. Instead of waiting through multiple traffic signals to turn left, drivers will be able to turn right, enter a protected U-turn lane, and when the main lane traffic is stopped, be able to make a left hand turn to get moving. This interim solution will help provide relief from traffic congestion today, and give the Alamo RMA time to complete the Environmental Impact Statement to identify and provide long-term solutions to the congestion within this US 281 corridor. For more information on the Super Street project, please visit www.411on281.com under 281 North Corridor Today and US 281 Superstreet.

General Comment 19: It is illegal to build a toll road within existing right-of-way which has already been purchased by tax dollars.

General Response 19: Texas Transportation Code Section 228.201(a)(4) states that as long as a highway is reconstructed so that the number of non-tolled lanes is greater than or equal to the number of lanes that existed before the toll lanes were added, the project is not considered a conversion of an existing highway to a toll road. Moreover, state law directly prohibits the conversion of an entire, existing road to a toll facility. In other words, the public must have access to the equal number of non-tolled lanes as it had prior to the addition of the tolled capacity. Depending on the location, there are currently 2 or 3 non-tolled lanes in each direction in the corridor. If the US 281 EIS selects a tolled improvement option,

there would still need to be at least the same number of non-tolled lanes available to the public as exists today.

While the interpretation and application of this law has been criticized and debated, the legislature has not yet made any revisions to change or clarify its intent.

General Comment 20: How was the Public Meeting advertised?

General Response 20: The Public Scoping Meeting was advertised in a variety of ways prior to August 27, 2009. A notice of the public meeting was published in the *San Antonio Express-News*, *La Prensa*, and the *San Antonio Current*. The dates of the publications are included below:

- July 26, 2009 – Legal Notice in *San Antonio Express-News*, Legal & Public Notice section, page 8E
- July 26, 2009 – Legal Notice (*in Spanish*) in *La Prensa*, Clasificados section, page 5-B
- August 16, 2009 – Legal Notice in *San Antonio Express-News*, Legal & Public Notice section, page 7E
- August 16, 2009 – Legal Notice (*in Spanish*) in *La Prensa*, Clasificados section, page 4B
- August 23, 2009 – Advertisement (*in Spanish*) in *La Prensa*, Clasificados section, page 4-A
- August 26, 2009 – Advertisement in *San Antonio Current*, College Survival Guide edition, page 28

The project newsletter was published in English and in Spanish and 38,920 copies were distributed both in hardcopy and electronically to adjacent property owners, transportation partners, media outlets, Community Advisory Committee members and other interested parties on August 7, 2009. The following zip codes within and surrounding the US 281 corridor were included in this mailing effort 78258, 78259, 78260, and 78261. Letters (with a project newsletter) were mailed to local, state and federal elected officials on August 11, 2009. A press release and Request for Coverage were sent to local media including weekly newspapers, social publications, the San Antonio News Bureau, television and AM/FM radio stations multiple times between August 25, 2009 and August 27, 2009. In addition, social media such as Twitter, Facebook, and blogs were used to share information about the EIS process and the public scoping meeting with the community.

General Comment 21: How were the average speeds presented on the informational displays at the open house determined?

General Response 21: The traffic data presented graphically at the Public Scoping Meeting was generated using travel time runs conducted between 7:00 am and 9:00 am for the AM peak period and between 4:00 pm and 6:00 pm for the PM peak period. During the PM Peak period, the average speed from Loop 1604 to Evans Road was less than 20 mph. The average speed from Evans Road to Stone Oak Parkway was less than 30 mph. Between Stone Oak Parkway and Marshall Road, the average speed was between 30 and 40 mph. All informational displays presented at the open house on August 27, 2009 are available on www.411on281.com.

General Comment 22: Questions, Comments, Concerns regarding the need and purpose for the project.

General Response 22: The need for improvements to US 281 has resulted from a historic and continuing trend in population and employment growth within the project corridor and surrounding areas. In 1970, when US 281 within the project corridor was a two-lane roadway, the population of US Census Tracts that encompass this area of north central Bexar County and south Comal County stood at only 52 persons. By 2000, the area's population had increased to 41,823. According to the San Antonio-Bexar County Metropolitan Planning Organization, population within this same area is projected to reach 142,240 by 2035. Employment within this area is also projected to grow from an estimated 25,635 jobs in 2005 to 42,182 jobs in 2035. This growth has resulted in increased automobile traffic, travel delay and vehicle crashes.

Without additional transportation improvements it is anticipated that population and employment growth within the US 281 corridor will result in increased levels of vehicular traffic, crashes and travel delays. Without improvements, accessibility within the corridor is anticipated to become increasingly reduced, its functionality as part of a regional transportation system would decline, and the overall community quality of life would diminish. The purposes of US 281 corridor improvements are to address growth, enhance safety, improve functionality and improve quality of life. The purposes for improvements within the US 281 corridor have been developed through public input and will continue to evolve based public and agency involvement in the Environmental Impact Statement process.

General Comment 23: The only reason why an Environmental Impact Statement is necessary is because the Alamo RMA is planning to toll the improvements to US 281.

General Response 23: According to a letter from FHWA to TxDOT dated November 10, 2008, the FHWA will require that an Environmental Impact Statement be prepared for any future federal transportation project in the US 281 Corridor. This document will address potentially significant social, economic and environmental impacts resulting from the transportation improvements. If impacts are found to be significant, mitigation will be incorporated into the Environmental Impact Statement to lessen the severity of the impact. Several factors are considered when determining the level of documentation required to comply with NEPA including (1) impacts that may be both beneficial and adverse; (2) the degree to which the proposed action affects public health or safety; (3) unique characteristics of the geographical area; (4) the degree to which the effects on the quality of the human environment are likely to be highly controversial; (5) the degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks; (6) the degree to which the action may establish a precedent for future actions with significant effects; (7) whether the action is related to other actions with individually insignificant but cumulatively significant impacts; and (8) the degree to which the action may adversely affect resources listed in or eligible for listing in the National Register of Historic Places; (9) the degree to which the action may adversely affect an endangered or threatened species or its habitat; and (10) whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment (Source: NEPA and Transportation Decision Making, FHWA 1992). The question of tolling is only one of many factors and does not -in and of itself- trigger the need for an Environmental Impact Statement.

General Comment 24: When will we be able to vote on this project?

General Response 24: It is important to understand that commenting or providing input during the Environmental Impact Statement process is not a vote on whether an action should take place or not. However, public input can influence the decisions made during this process. The National Environmental Policy Act requires that federal decision makers be informed of the environmental consequences of their decisions.

General Comment 25: It is illegal to use tax dollars to fund services from public relations firms.

General Response 25: Public involvement and public information efforts are required components of the US 281 Environmental Impact Statement process under the provisions of the National Environmental Policy Act of 1969. The public and agency involvement activities associated with the US 281 Environmental Impact Statement focus on milestones throughout the EIS process. The purpose of these activities is not to advocate a particular option it's to keep the public informed and to gather input during this decision making process. Contract and project activities are required to adhere to all applicable federal, state and local laws.

5.2. Specific Comment Responses

Response to Comment 40: There currently are no plans for a stop light to be placed at Wilderness Oak and US 281. The connection of Wilderness Oak between Summer Glen and Canyon Golf is being built by a developer, Tuscany Heights. The plan for construction was approved by the City of San Antonio's planning commission in August of 2009. The timeline for construction is reliant on the developer.

Response to Comment 85: The Average Daily Traffic on the section of US 281 between Sonterra Blvd. and Encino Rio is 80,000 vehicles per day (vpd); 74,000 vpd between Encino Rio and Evans Road, 60,000 vpd between Evans and Stone Oak Parkway; and just over 50,000 vpd between Stone Oak Parkway and the Comal County line. (Source: Proposed US Highway 281 Super Street - Updated Traffic Study, June 2009).

Response to Comment 88: The funding source or sources for the US 281 project has not been determined at this time. If the funding source for the Selected Alternative is identified as tolls, these tolls would be collected electronically which would eliminate the need for toll booths. The funding source or sources would be identified in the STIP/MTP but is subject to change depending on the outcome of the environmental review process and available funding sources prior to letting.

The Environmental Impact Statement will address community impacts, such as increased traffic resulting from drivers seeking alternative routes, which may result from improvements within the US 281 corridor.

Response to Comment 160: Thank you for your time and effort in providing these comments. Below are initial responses to your requests and suggestions. A follow-up meeting with you may be useful in forging a good working relationship as the Environmental Impact Statement proceeds.

The Coordination Plan provides a table showing detailed project activities, participants, actions and anticipated dates for completion. If any dates specified in this Coordination Plan are moved forward in the schedule (to an earlier date), concurrence will be sought from the affected Cooperating Agencies. The public will be made aware of modifications to the Coordination Plan by posting the modified plan to the project website. Additional schedule information will also be kept on the project website.

All environmental analyses will be led by Jacobs. In special areas of analysis, Jacobs is being assisted by other consultants, including: Hicks & Company (bird surveys, indirect and cumulative impacts); Zara Environmental (karst geology and karst species); and Ecological Communications Corporation (cultural resources). The Environmental Impact Statement will contain a list of preparers and their qualifications. We also anticipate involving subject matter experts at meetings of the Community Advisory Committee. This Environmental Impact Statement is a federal document and the lead federal agency is FHWA. FHWA will have final approval in the contents of the Environmental Impact Statement and will ensure compliance with the NEPA process.

The Draft and Final Environmental Impact Statement will identify sources of information regarding all surveys and investigations. Final technical reports developed for use in the Environmental Impact Statement will be publicly available via the project website, and will be appended to the Environmental Impact Statement. Draft versions of technical reports are subject to revision and will be released to the public as these revisions are completed and final versions are approved.

VIA and the Edwards Aquifer Authority have been invited to participate in the Environmental Impact Statement project by 1) providing meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis; 2) participating in coordination meetings and joint field reviews as appropriate, and 3) providing timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of their agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation. VIA has responded in writing to accept the invitation to become a Participating Agency. The Edwards Aquifer Authority has not responded but will nevertheless be regarded as a Participating Agency and efforts will be made to involve them in the project.

Camp Bullis will be included as a Participating Agency.

The ability to access working project files will be restricted to the FHWA, TxDOT, the Alamo RMA and their consultant team. Public release of technical reports and the Draft and Final Environmental Impact Statement will follow after final versions are prepared and approved by FHWA.

The Draft and Final Environmental Impact Statement will be circulated for public review and comment in their entirety, not on a chapter-by-chapter basis. All final technical reports developed for use in the Environmental Impact Statement will be identified in the Table of Contents and included in an appendix to the Environmental Impact Statement. FHWA policy states that "pre-decisional" documents are protected and not releasable until after the document that depends on their content is approved. Final reports will be publicly available as they are completed.

Your suggestions for developing the project need and purpose and alternatives are generally in line with the approach we are taking. Thank you again for these suggestions.

Response to Comment 182: We are currently in the scoping process. The overall goal of this early stage in the process is to define the scope of issues to be addressed at a later stage in the Environmental Impact Statement process. The Environmental Impact Statement will address the cumulative impacts of the US 281 project, including the direct, indirect and cumulative impacts of proposed Loop 1604 improvements.

There were four exhibits presented at the meeting located at Station 5 which addressed water resources in general and water quality. One exhibit depicted the Edwards Aquifer recharge and transition zones, streams and lakes within the corridor. Another exhibit presented information describing how water reaches the Edwards Aquifer; aquatic creatures which depend on the aquifer and threats to these creatures such as changes in water quality. Two additional exhibits displayed information on the effects of development on runoff and sustainable stormwater treatment options. The exhibits are available on www.411on281.com and in **Appendix C** of this report.

6.0 NEXT STEPS

6.1. Meeting Report Posting and Notification of Comments Receiving a Response

The Alamo RMA will, once the meeting report is approved, post the meeting report on the website developed for the exchange of information with the community on US 281 improvements, specifically, www.411on281.com.

The Alamo RMA will, once the meeting report is approved, provide notice to all individuals who submitted a comment and supplied a method to remain in contact. A notice will be sent in the similar medium as the comment was received describing that their comment has been addressed within the meeting report. At this time, the Meeting Report will be available on the website referenced earlier, available for public review in hard copy form at the Alamo RMA offices and at public library locations along the US 281 corridor.